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A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

PUBLISHED BY
MITCHELL BROS. COMPANY,
(INCORPORATED.)

VOL. XIII.

CHICAGO, ILLINOIS, JUNE 15, 1895.

No. 12.

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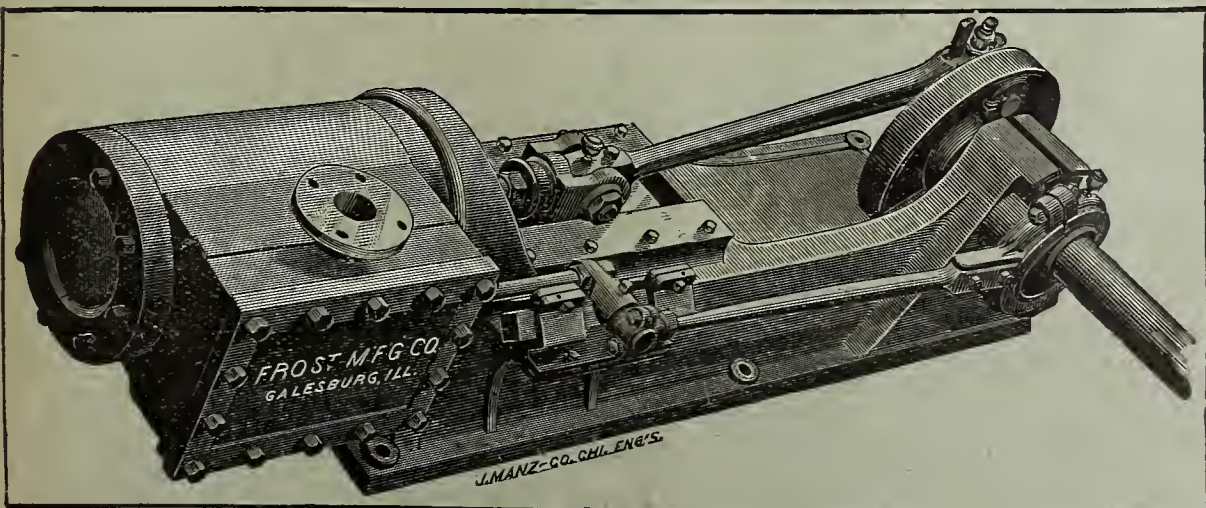
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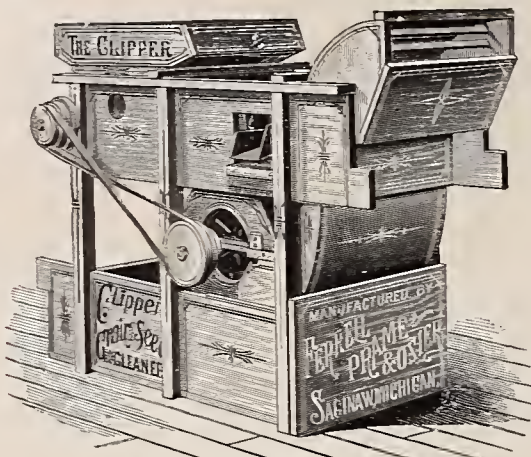
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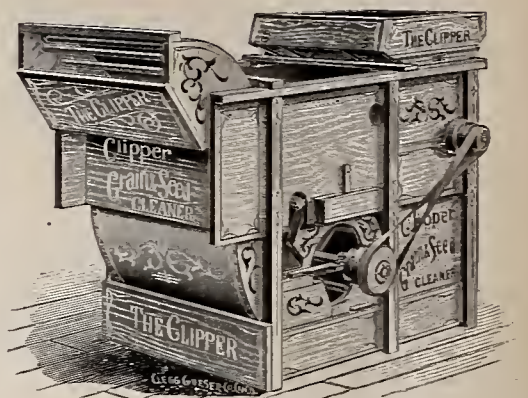
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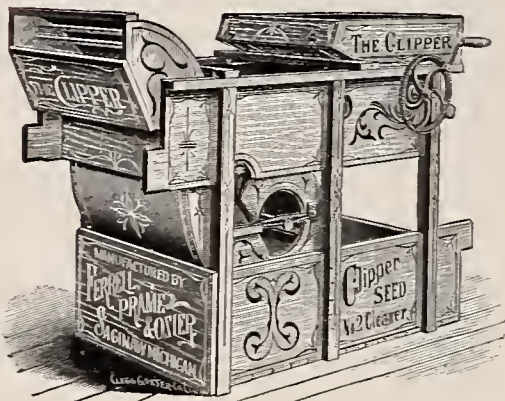
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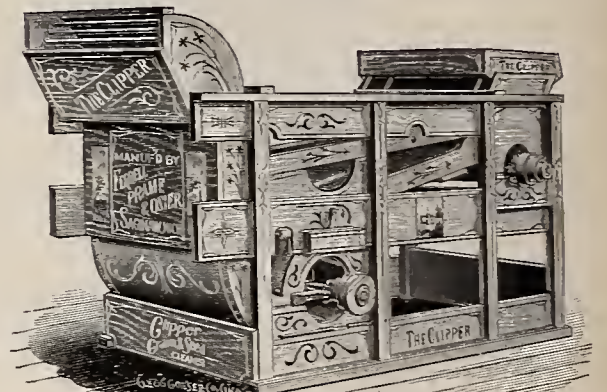
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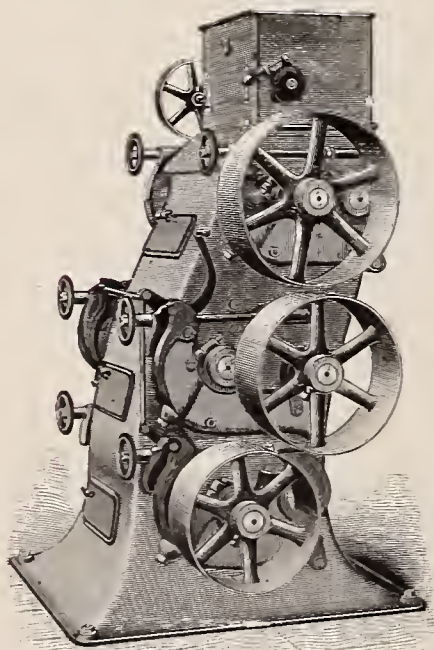
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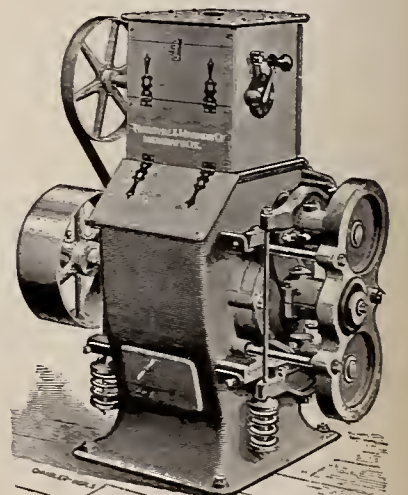


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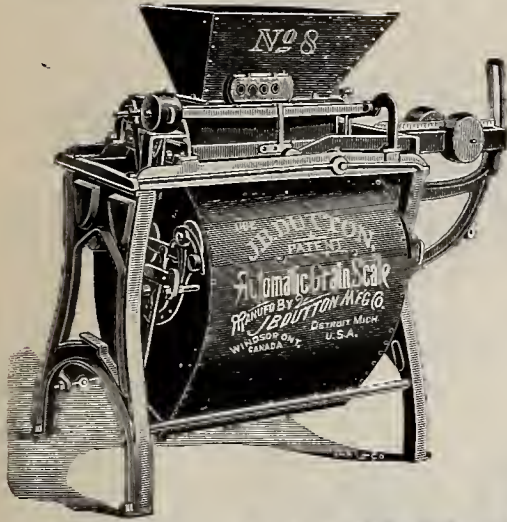
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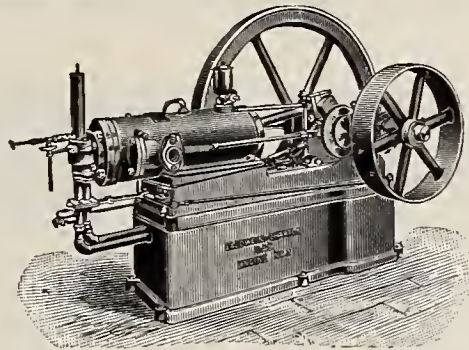
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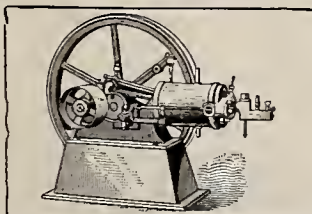
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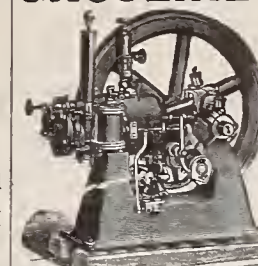
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The Monitors, having been selected in the face of the closest, keenest kind of competition, surely demonstrates the superiority of the machine.

FACTS ARE STUBBORN THINGS.

Shrewd handlers of grain cannot afford to use an inferior machine for cleaning. The margins are too limited to admit of any wastage, or to run the risk of "missing grade."

Investigation has proven that there is not a grain separator offered to-day that so thoroughly meets the requirements of grain men as the Monitor.

If such were not the case we would not be in a position to refer to most all of the leading cleaning elevators in the United States.

COMMENT IS UNNECESSARY.

THE MONITOR MALT CLEANER

Is the only satisfactory machine offered for thoroughly cleaning malt.

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Has already been adopted and advocated by many of the leading maltsters and brewers in this country.

ALL OUR MACHINES ARE SOLD UNDER STRONG GUARANTEES, AND SHIPPED SUBJECT TO THIRTY DAYS' TRIAL.

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FLAX FOR SEED AND FIBER.

United States Department of Agriculture Bulletin No 27 deals with an important question for farmers.

In considering the cultivation of fibers in this country the flax crop should undoubtedly be given first place. In 1890, when the present fiber investigations of the department were begun, it was ascertained that flax was grown by our farmers almost wholly for seed, the straw of inferior quality going to the tow mills or paper mills, when used at all, and selling for from \$1 to \$8 a ton, the average in the different sections being not more than \$2.50 to \$4. By far the larger quantity was wasted or burned, and represented no money value whatever. While in the older states the area under cultivation was found to be small and steadily decreasing, in the newer states, or states where agriculture is being pushed steadily westward from year to year, the area under cultivation seemed to be fairly holding its own, and was stated in round numbers at about 1,000,000 acres.

At present we produce very little, if any, flax that would compete with the fine flax imported for manufacture into the higher numbers of yarn, because our farmers do not now follow, nor have they in many years practiced, the careful methods of culture and aftertreatment in harvesting and retting of the straw that are practiced in the prominent flax-growing countries of Europe. From the investigations and experiments of the department with this culture, however, in the past few years, it has been demonstrated that a good quality of flax can be grown by farmers in many sections of the United States. With the increased skill and knowledge of culture that come with practice, they will be enabled to grow a quality of flax that will compete with much of the flax purchased abroad for manufacture by the linen and flax twine mills of the United States.

The incentive to grow flax for fiber was never more urgent than at the present time. In several flax-growing countries the supply is steadily declining, and foreign buyers are already inquiring in this country regarding the possibility of making good a portion of this deficiency from the product of American farms.

Never before in the history of American agriculture, with wheat a drug in the market, and the prices of

other crops equally depressed, has there been such need of diversity.

Flax is now grown for seed over a wide area, but the straw is practically good for nothing, as at present produced, in its tangled, short and broken condition, unless for paper, and its demand for paper stock is not large. Will it not be for the farmers' interest, then, to adopt new methods, even when growing for



STATE GRAIN INSPECTOR, A. C. MERRITT.

seed, to produce a quality of flax straw that will at the same time be fit for fiber?

Even Canada is importing our wheat. Before the crop of 1896 is harvested the stream of grain may be turned the other way.

Chancellor Snow of the Kansas State Experiment Station has gone to Europe on a vacation. When he comes back he may be expected to bring a box full of remedies for chinch bugs, flies, hot winds and droughts.

STATE GRAIN INSPECTOR A. C. MERRITT.

Kansas has a new man at the head of its grain inspection department, and fortunately he is a practical grain man as well as a capable business man. For once a man has been selected to fill this office from the ranks of the trade he will have to deal with. He can readily understand the wants and needs of the trade, and will be able to advance and guard its interests.

Mr. Merritt was born in Cass County Michigan, March 9, 1849, being the eighth child of a family of ten. He received only a common school education in the district school, and grew to manhood in his native state, remaining under the parental roof until he was of age. He then began life for himself on a farm, his father furnishing him a team and giving him one-fourth the crops. After carrying on the home farm for one year he bought a place, making a partial payment on it and operating it for four years, being able to pay the balance due on it at the end of two years. Selling out at the expiration of the time noted, he went to Bristol, Ind., and was engaged there in mercantile business for six months with his father. Becoming dissatisfied with the occupation he withdrew and embarked for Kansas. He located at Louisville with his family August 5, 1876, where he bought a half interest in the Louisville mill property in company with his brother, J. S. Merritt, now deceased. The partnership continued until the fall of 1884, when he bought his brother's interest. He was the sole proprietor until the spring of 1888, when his present partner, Hon. J. W. Arnold, became equal owner. At the same time they opened a branch grain business at Wamego, Mr. Merritt moving there and

taking charge, and Mr. Arnold taking charge of the milling business at Louisville. The firm has enjoyed a good business and kept its plant in line with modern methods and improvements.

Naturally the trade will expect superior service from the inspection department under the management of a practical grain man, and there are good reasons for thinking that these expectations will be fully realized.

Send us the grain news of your district.

EXPERIENCE WITH AMERICAN ELEVATORS IN RUSSIA.

BY ALFRED F. BENDER, ENGINEER, ST. PETERSBURG.

In considering the means of handling or transferring grain by either mechanical or manual power, we must in the first place ascertain the cost of the work done in both cases. Only where machinery is cheaper should manual power be supplanted by mechanical appliances and structures, as if otherwise all the magnificent establishments, with their complicated machinery, would be unable to withstand competition with the laborers and would be forced into the most prosaic bankruptcy, in obedience to the requirements and conditions of the country and without any consideration for the beautiful and brilliant ideas that have called them into existence. This having proved true in regard to the elevators in Western Europe, must be quite as true and of still greater influence on the existence of Russian elevators, as labor here is cheaper than anywhere else.

The idea of government or state elevators has been propagated by Russian agricultural papers since 1885. It has for its basis the assertion that as the Russian grain trade undoubtedly makes the foundation of the country's wealth and welfare, there should be no fear of investing in such enterprises, as it was manifest that all the money would be returned to the treasury and to the people. So it was asserted that the elevators would present so great a force that it would be unsafe to leave them in private possession. Those who advocated that idea could and ought to have confined themselves to commending the government's gaining control over the operation of the elevators, if it be right to admit of the necessity of the government's interfering with the elevator business, contrary to the American practice, which we were copying. It is not quite true that the wealth and welfare of Russia are due to the grain trade, not to export alone, but also to the inland trade. There is much exaggeration about it, mainly with a view of an expansion and misrepresentation of the advantages of the elevators, which were built to save the country, it would seem. But even if the assertion was true, that would hardly be sufficient reason for the government to take into its own hands the whole grain trade. If the government should control the grain trade, why should it not include agriculture and farming as well? They are recognized, with much more justice, as the sources of the people's welfare.

As long as there were no obtainable statistics of the business of the existing elevators, there was ample scope for reports about the reproductiveness of the money expended on them; but now it is quite different and there are figures to be dealt with. If the government were to control the whole elevator business, if it erected a whole system of those houses, there would still be not the least change perceivable in the whole course of the business. There would be no greater inducement for grain to go to government elevators than to private or railroad houses, and the usual customs of the grain trade would be followed without any change. The only means to insure business for government elevators, lest they remain empty and prove a failure, would be to demand the establishment of a compulsory tendering of grain, and that every other modus of grain storage, handling or keeping be prohibited and severely fined. If that were feasible it would be necessary for the government to establish such high storage and handling fees as would at least afford them the possibility of covering the expenses and the money invested, not to speak of a profit. They would have to adopt fees considerably higher than those at one of our most expensive elevators, the elevator at St. Petersburg, as they would have to deal with grain requiring long keeping, and would be restricted in their operation by climatic conditions, on account of which business could not be carried on the year round. Consequently the only influence this plan would have on the grain trade would be to bear upon it too heavily in its cost; and the possibilities of successful competition with America would be diminished, for even now the American elevators handle grain cheaper and are operated at

less expense than do some of the elevators in Russia.

If state elevators were to be maintained without compulsory tendering of the grain needed for their operation, their fate would be similar to that of the elevators now existing: they would be empty and idle, and the state treasury would have to bear the expense of their construction, the burden of their maintenance and the loss of the money invested. In case the government undertook such an enterprise as the operation of the general elevator business an expropriation of private elevators would become a necessity, and by this happy chance many an unlucky elevator owner would derive a fair profit by getting rid of his undesirable property. No wonder he welcomes the idea with the heartiest applause.

[TO BE CONTINUED.]

NEBRASKA WHEATS.

This year Nebraska is in a fair way to have a good crop, but last year the great western portion of the



THREE SAMPLES OF NEBRASKA WHEATS.

state did not raise enough wheat for seed, and what was raised in the eastern portion was prematurely ripened by the dry, hot weather, and was of poor quality. Three samples of Nebraska wheat are shown in the accompanying illustration. No. 1 is a Red Ruston soft winter wheat. This is a scarce article, as farmers raise little of it for fear it will not stand the winter. No. 2 is Red Turkey, a hardy product. It has not been matured and ripened properly, and so it is flinty, with a reddish color all the way through, which has been the great failing with most of the Nebraska wheat grown last year. This, however, was raised in 1893. No. 3 is the same wheat raised in 1894. It is inferior to that raised in 1893; it has been sun-dried, and dried nearly all the way through. These samples show the average crops in Nebraska during the last three years, shriveled or, at least, very dry and gray in color. By a judicious mixing the millers manage to make a creditable product from them. The samples were sent to us by F. W. Shaul, Roca, Neb.

If you are in favor of the cental of 100 pounds as a standard unit of measure for grain, do not be afraid to say so. Let us have your opinion on this subject.

The farmer is said to be dealing largely in Chicago wheat. Very likely he is the same man who was anxious to have Congress stop dealing in futures when wheat was going down.—*Express, Terre Haute, Ind.*

THE CENTAL AS THE STANDARD UNIT OF MEASURE.

BY GEO. M. LANE, SECRETARY OF THE BOARD OF TRADE, DETROIT, MICH.

Yes, I am clearly of the opinion that the adoption of the cental as the standard of measure, in the place of the bushel, would in the end prove advantageous to the public, and especially to the commercial interests of the country. It is doubtless true that at first, and until exchanges and business methods should become adjusted to the new standard, more or less confusion would follow the change; but as soon as well established the benefits secured would so far exceed disadvantages that the latter would seem almost unworthy of notice, and the favor of the public would surely be won.

Practically, the cental is coming more and more into use in business circles. In this market, Detroit, for very many years barley has been sold and moved by the 100 pounds, while other products are being increasingly handled by the local trade by weight, both in large and in small quantities, such as vegetables, fruits, garden and many farm products. The United States government also purchases its supplies of farm products by weight, and there seems to be no good or sufficient reason why the trade of the whole country should not conform to the same regulation in its operations. Without dwelling at length upon the advantages which would follow the adoption of the cental as the unit of measurement, permit me to state without extended comment, the following as among the reasons why such a change would be wise:

1st. For uniformity. At present statutes and local regulations vary materially in the weights prescribed for the bushel, thereby creating confusion and barring the free movement of products. For instance, a bushel of ear corn, by statutes in most states, weighs 70 pounds, but in Indiana only 68 pounds. Generally 32 pounds is the weight for oats, but I think in one or two states the weight is 34 pounds. Buckwheat in Michigan weighs 48 pounds, while in most states the bushel ranges from 50 to 52 pounds. Sweet potatoes in Iowa weigh 46 pounds, and in several other states 55 pounds. Dried peaches weigh per bushel 28, 32 and 33 pounds. Dried apples in Michigan and Wisconsin 23 pounds, in Indiana 25 pounds, and in several other states 24 pounds. The weights of the bushel for timothy seed are 44, 45 and 46 pounds. For hard coal the weights are 60, 70, 80 and 90 pounds.

A like variation exists also in the statutes or the regulations adopted by associations for the barrel, though possibly not to so great an extent. The Michigan statute provides for a diameter of the head of 16½ inches, while the barrel used by some associations in New York, by regulation, is required to have a 17-inch head. Probably there are other variations of which I am not informed. Without further statement it is self-evident that such a diversity in the weights or sizes of standard measures must cause much confusion, and be a serious barrier to the movement of all such products.

2d. For convenience and ease in all reckonings and computations. Such variations not only bar the movement of cereals and products, but cause great inconvenience in computations and in the preparation of all statistical information for reference. It is true that familiarity and custom in the use of the bushel of these different weights have come to render the work somewhat easier, but the adoption of the cental would soon lead us to realize how cumbersome and laborious old methods really were.

3d. If generally in use the cental would facilitate and quicken interstate and international commerce in that one unit of measurement would universally prevail; and could the same system be established as the basis for the currency of the world, or even among the leading commercial nations, the dollar of 100 cents being the unit, with what ease and convenience could all exchanges be effected.

4th. By the establishment of the cental for the measure of all products, the quantity exchanged would invariably be the same, and both the buyer and seller benefited. No two measurements by the bushel of any

products in quantities are the same. One cannot measure 1,000 bushels of grain, vegetables or seeds twice and be certain of like results as to amount; but if weighed the same quantity is always secured, no matter how much the product may be shaken or packed by lack of care in handling. The opportunities, therefore, for fraud or trickery would be greatly diminished.

The disadvantages and obstacles generally feared would vanish or would be greatly reduced as the system became established, and its confirmation would surely be gained by use and time.

I cannot see how the labor of compiling new statistical matter could be increased by the use of the cental. Surely it would be greatly simplified.

It is true that comparative statistical exhibits for a series of years might be somewhat confusing, the bushel being the unit previous to the date of change and the cental subsequent to that day. Year by year, however, the difficulty would be diminished and would soon disappear. The labor of revising the more important statistical records, changing bushels into centals, would not prove a serious matter, such changes to include aggregate annual harvests of states in the United States, exports and imports of farm products, etc. With such revision of the records for a few years preceding the date of change, all objections to the cental by reason of the bushel being the unit of measure in statistics for past years would disappear.

Publications of grain tables, ciphers and all such literature, based upon the bushel, it is true, would become valueless; but such loss would in part be made good by the increased demand which would prevail for new publications based upon the cental. The actual loss ultimately suffered would be insignificant as compared with the greater gain realized by the trade, and should not be permitted to bar the realization of the greater good.

The extraordinary confusion and embarrassments introduced into the trading markets immediately upon such a change could be made of short duration. By placing the date when the cental should be adopted sufficiently in advance, business could adjust itself to that date, and with a little patience and care for a time I am confident the evils and inconveniences experienced would be minimized, and would not equal what many seem to fear. Of course, success could not be assured, and an attempt to establish the use of the cental would be unwise unless there should be a general unanimity on the part of commercial organizations, and the business public in favor of such a change. With the latter, however, secured, and a determination to make it a success, the cental could prevail, and all the ultimate advantages acquired. I am confident that this reform is gaining friends, and that substantial advance is being made toward this end in the marts of trade. I believe we shall see the day when the present antiquated and clumsy methods of handling the products of the country, and perhaps of the world, will be changed to one more convenient in the adoption of the cental.

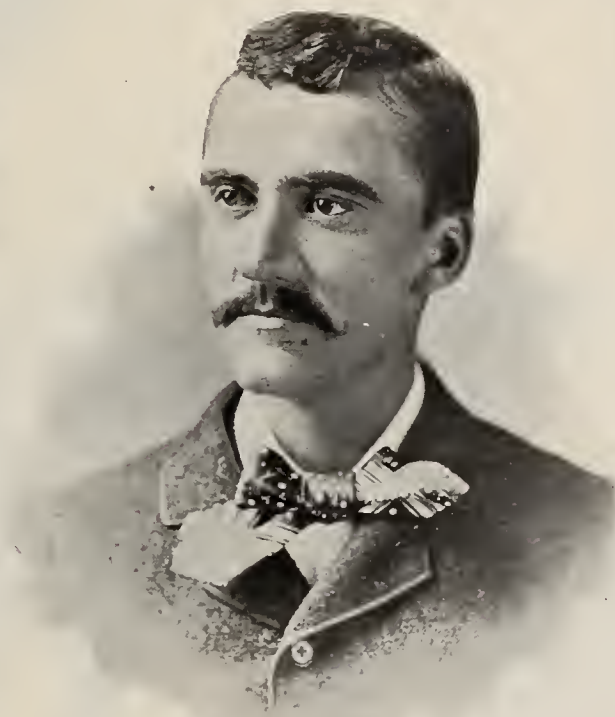
OUR AGRICULTURAL EXPERIMENT STATIONS.

There are now fifty-five agricultural experiment stations in the United States besides several branches. The total income of the stations during 1893 was \$950,073, of which \$705,000 was paid by the national government. They employ 532 persons in the work of administration and inquiry. The officers include 70 directors, 119 chemists, 54 agriculturists, 62 horticulturists, 25 farm foremen, 7 dairymen, 37 botanists, 42 entomologists, 26 veterinarians, 13 meteorologists, 11 biologists, 4 physicists, 4 geologists, 5 mycologists and bacteriologists, 4 irrigation engineers, 33 in charge of substations, 25 secretaries and treasurers, 8 librarians and 27 clerks. There are also 25 persons classified under the head of miscellaneous, including superintendents of gardens, grounds and buildings, apiarists, herdsmen, etc. One would think that with all this array of talent working for his benefit the lot of the average farmer in the United States ought to be a happy one. If it be far from this it might be of interest to know how bad it would have been with no work at the experiment stations, no discoveries of new parasites on animals and plants, and no investigations into the best methods of dealing with the pests.

GEORGE H. DICKEY.

Many of the largest and most successful manufacturing industries of this country were founded years ago by some ancestor of the present managers. Concerns of this class have many advantages, and the trade receives its full share of the benefits of long experience. This is the case with the A. P. Dickey Mfg. Co., located at Racine, Wis. There is no concern connected with the grain trade more widely or better known. Some member of this family has been engaged in the manufacture of grain cleaners for nearly 100 years. The business was started in Western New York, and was moved to Racine over 50 years ago. The present company was incorporated April 22, 1895, with G. H. Dickey as president, F. L. Norton vice-president, W. J. Hopkins secretary and J. W. O'Harrow treasurer.

G. H. Dickey, whose portrait is given, and who is a nephew of the late A. P. Dickey, was born at Kenosha, Wis., in 1858. At the age of 11 years he was thrown on his own resources. Friends stood ready to help, but being of a rather over-independent nature he accepted help only so far as it enabled him to find employment and obtain an education. He was educated at the schools of Beloit, Racine and the Wisconsin



GEORGE H. DICKEY.

University at Madison, where he completed the law course in June, 1879. In 1880, during the boom in North Dakota, Mr. Dickey and F. M. Fish, the present judge of the First Judicial Circuit of Wisconsin, opened a law office at Valley City, N. D. The same fall Dickey was elected a member of the legislature, representing the Fargo, N. D., district. He was probably the youngest man ever sent in this country, being at the time of election ineligible, but becoming eligible before assuming office. The legislature the same session created the county of Dickey, so named in honor of our friend.

During his sojourn of six years in Dakota he improved his opportunity of studying the needs of grain cleaning machinery, and when, in 1886, he was called to assume with John W. O'Harrow (son-in-law of the late A. P. Dickey) the management of the business at Racine, he found himself fairly equipped for the mission. They succeeded to the good will of the business of Dickey & Pease as the A. P. Dickey Mfg. Co., since which time they have kept the firm well in the front ranks, and have added the latest improvements to the machinery manufactured by them. During this time they have brought out the Overblast Separator, which has been received with much favor by the smaller country elevators, as has the Quadruple by the larger houses.

Mr. Dickey is well known to most of the present generation who are engaged in the grain business in the West, and is admired for his solid business attainments. He finds it easy to make strong friends and hold them by untiring devotion to their interests and his faculty of adapting himself to individual cases,

which is rewarded, as it should be, in a substantial business way.

LEGISLATION AGAINST FUTURES.

BY HENRY CROSBY EMERY IN THE "POLITICAL SCIENCE QUARTERLY."

The regulation of these facilities for trading in future products was taken over by the organized body of merchants in each community, out of which bodies have grown the great speculative exchanges of to-day. As trade increased, these facilities are rapidly perfected. Impartial grading and uniformity of contracts are the chief needs in such business, and these are now secured by an established classification of different kinds of qualities of wheat, corn, cotton and all other commodities so dealt in, and by official grading according to such classification by sworn inspectors. Warehouse receipts and elevator receipts (warrants) no longer represent the particular lot deposited, but are merely orders for a certain amount of a certain grade of the commodity named, payable on demand. These receipts are bought and sold as commodities and constitute a complete delivery on all contracts. Finally the form of contract is stereotyped, all the conditions being fixed except the price and time of delivery, while elaborate provision is made for the quickest possible cancellation of debts and settlement of contracts.

With all details thus simplified, the two opposing forces in the speculative market face each other on an equal footing, relieved of the duties of ordinary trade. They have no care for the particular lots of any commodity, for storing or for transportation. They are left free to study by every possible means the influences that can affect the market for the commodities in which they deal, causing a rise or fall in price. That they are not concerned immediately with the goods that they buy and sell and cannot themselves distinguish the grades or qualities of such goods, is no reproach to them. Such knowledge is the business of traders. But these men are not traders; they are speculators, and they fulfill their function as speculators when, after full consideration of all knowable circumstances bearing on the future price of their commodities, they enter the market to sell if they expect a fall, and to buy if they expect a rise.

The speculators estimate the future demand and the future supply in order to ascertain as nearly as possible the future price. On their estimate of future demand and supply they create a present speculative demand and supply, which determines the price of "futures," i. e., the price at which the commodity in question can be bought or sold for future delivery. The price of "futures" is an anticipation of the actual future price. It is the market estimate of what the price is going to be at any given time. Thus in December there are certain indications as to what the condition of the wheat market will be in the following May; and the buying and selling by speculators establishes a December price for May delivery. It is a real price at which any person may secure the stock of wheat which he needs in May, or get rid of a stock which he will then possess; but it is also an estimate, the best that the market can make, of what the price of "cash" wheat will be when May arrives. That the estimate and the actual price are generally different, and sometimes widely different, is due to the impossibility of foreseeing all the influences that affect the price of a commodity. As speculation becomes more perfect, this divergence tends to diminish, but in the meantime it is what attracts men into speculation and makes their gains and losses possible. Ideal speculation would render a future price absolutely predictable, that is, would annihilate itself.

The bears, or short-sellers, represent the supply forces and the bulls the demand forces. Those who think the price of the commodity, say wheat, is going to rise, come into the market and buy, and those who are of the opposite opinion sell short to the buyers, hoping to fulfill their contracts by buying in at a lower rate. The equilibrium point of this speculative demand and supply marks the opinion of the market as to future prices. It will be seen that the speculative buyer and the short seller are mutual checks on each other, the one being as much as the other a necessary part of such a system of speculation.

The establishment of this price for the future de-

livery of a commodity is the great service of speculation. We are wont to think of speculation as beneficial chiefly through holding back supplies in times of plenty for use in less prosperous times. This is indeed an important service, but it is no longer performed immediately by the speculators. Since the production and distribution of commodities, as to both time and place, follow their probable values, speculation's great work is to fix these future values according to the most enlightened opinion of the most competent men. We may, then, sum up the function of speculation in produce as follows: It directs the production and distribution of commodities into the most advantageous channels, by establishing, at any particular moment, relative prices for different commodities deliverable at different time and places.

[TO BE CONTINUED.]

THE OLDS GASOLINE ENGINE.

A distinctive type of gasoline engine is shown in our illustration. The manufacturers, P. F. Olds & Son of Lansing, Mich., began the manufacture of this engine in 1885, so that the efficiency claimed for it is well established. In this engine there is no explosive charge used, as its power does not come from the explosion of gasoline gas. In fact, it is a complete steam and gasoline engine and boiler, and is independent of all gas, water or electric works.

The Olds Engine is made of the best material by skillful workmen. All rods and shafts are made of cold condensed steel, a high grade of steel being used for all wrists and bearings, the balance wheel frame, cylinder, etc., of the best gray iron. Special tools are used in boring the cylinder, which give it a perfectly glazed surface, and with an improved self-expansion piston head ring packing renders it perfectly tight with long use. A plain slide valve is used which takes up all its own wear and is always tight. The cylinder is jacketed with brass, and the steam gauge, water gauge, safety valve, etc., are the best and most reliable made.

The boiler is of peculiar construction. It is not put together by means of packed joints, but all the tubes are welded at one end and screwed in at the other. Each tube is independent of the other, so that any one or all can be taken out or put in at will. Foreign substances in the water can be easily removed at the back of the boiler. The pump that supplies water to the boiler is driven by an eccentric on the engine shaft. The pumping and pump valves and seats and the stuffing box are of brass. The heater makes ample heating surface, so that on its way to the boiler water is heated to a high pressure without waste of fuel.

In obtaining power there is a constant pressure and the force is equally distributed in each revolution. There is little time wasted in starting up, for steam can be generated from cold water in six minutes. Every engine is thoroughly tested and run under full load before leaving the works and the tubes of the boiler are subjected to a hydraulic test of over 200 pounds per square inch.

The Olds Gasoline Engine is neat and handsome in appearance, and the manufacturers claim that it is one of the best, simplest and safest of engines. Being made in three sizes, of 1, 2 and 3 horse power, it is peculiarly adaptable to running small plants or single machines.

The president of the Great Northern Railway is said to be contemplating the establishment of a line of steamers for the especial purpose of shipping flour to China. A prominent Chinaman at Seattle, Wash., said that if the great masses of China once began to use flour they would not go back to rice, and if it could be placed within the reach of laboring classes a demand would be created so large that all the flour mills on the Pacific Coast could not supply one-tenth of the calls made on them.

BILL OF LADING RATES ARE NOT BINDING.

One of the most annoying because generally misunderstood matters, in connection with railway transportation under the new order of things, is the fact that a bill of lading, either with or without the insertion of the rate, is of little or no force other than as evidence of shipment. So far as the obligation to transport freight, or to transport it at a given rate, is concerned, a bill of lading is without practical value. A railroad company is by its charter obliged to receive and forward such commodities as may be delivered to it in proper condition for shipment. Further than this it is obliged to perform this service at the rates publicly posted at the place of shipment. The insertion in a bill of lading of a greater or less rate has of itself no binding force.

The only legal rate is the one named in the published tariff, which tariff being accessible to the public is considered sufficient notice of the rate. It not infrequently happens that because of error a freight

to quote rates and the burden of his errors should fall on his road, otherwise the sharp freight agents will frequently impose upon ignorant shippers who could not afford to ship at the established rate.

HOW COMMISSION MERCHANTS CAN INCREASE THEIR BUSINESS.

At a meeting of the National League of Commission Merchants held some time ago a member read a paper on the above subject, from which we take the following:

The subject assigned to me is such that finds a ready response in the heart of every commission merchant and shipper in produce, namely, to deal with others as one would wish to be dealt by.

The first essential for a commission merchant is to have his word or quotation (when soliciting consignments) accepted as being reliable and that the shipper can in a large degree depend upon same.

This can only be accomplished by a persevering conservatism in giving figures for any commodity, to be within rather than without the market value. Even then you will often meet with disappointments, for there is a vast difference in quoting a market value and realizing on the basis of a quotation, for the purchaser is always more liberally inclined when seeking for an article which he cannot find than he is when you are offering the same article for sale.

Therefore I would urge the necessity of being conservative in giving quotations, even though you may at times miss the consignments which your competing neighbor may secure by giving wilicat quotations, for conservatism will invariably redound to your credit and secure for you friendships which will be permanent and lasting.

Information is always desired by the shipper as to what disposition was made with his consignments, for upon this often depends whether or not he will continue to favor your market with more shipments. Therefore, give all shipments immediate attention upon arrival, and dispose of same promptly.

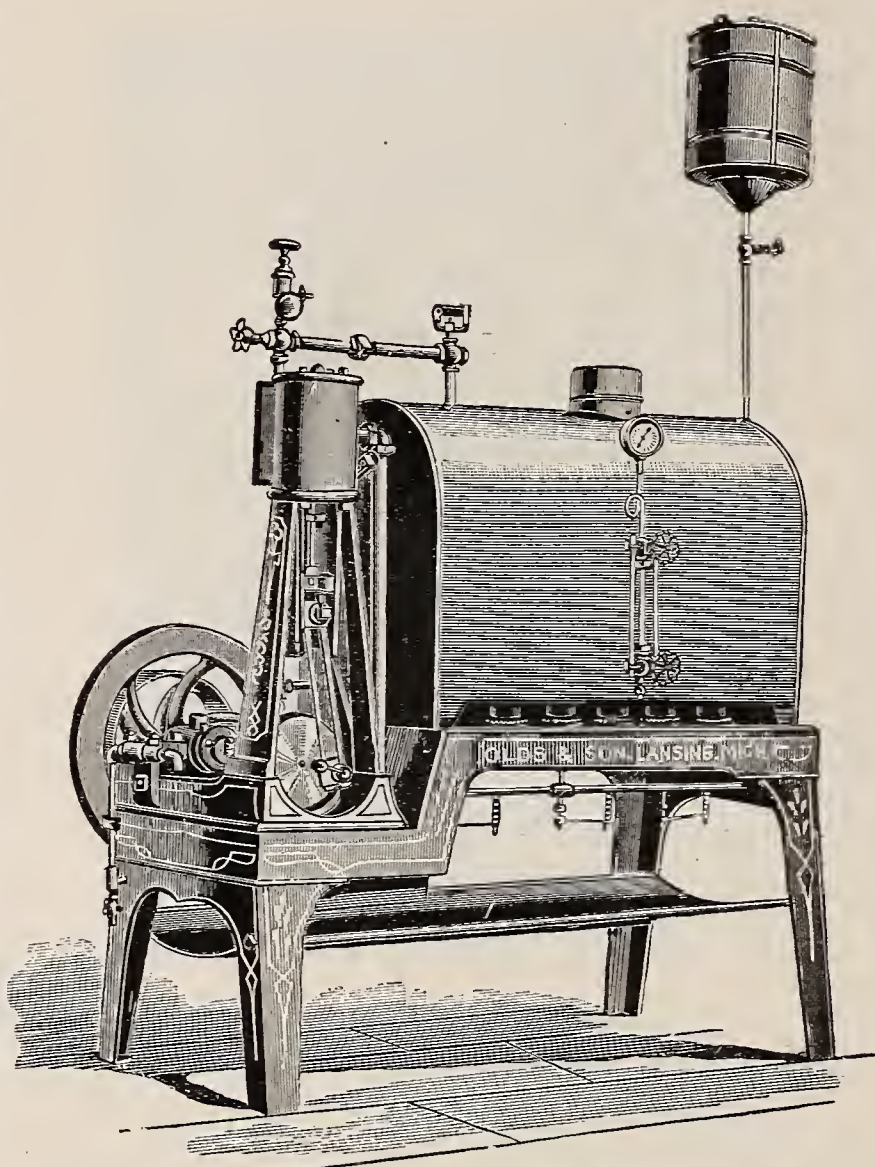
If the market drags, reduce the price to move the stock, remembering that the first loss is always the least loss, and quickly wire the shipper the gross sales. It is for him to determine if he will continue to ship to your market, and, being the owner, he is entitled to all information as quickly as possible. Therefore wire at once the gross receipts.

Remit promptly. Keep your books posted up to date. Don't allow the flimsy excuses, such as "Bookkeeper was sick," "Your account was overlooked," etc., to enter into your commercial vocabulary, for to

establish and maintain a good credit and reputation is to avoid being dunned, and the best solicitor is to be prompt in making returns to shippers, for promptness and punctuality are the key to success, and any commission merchant who will conform to these simple rules will not only increase his own business, but enhance his influence in the National League of Commission Merchants, for the one is necessarily linked to the other.

S. D. Cone of Aberdeen, S. D., is planting 100 acres to Russian sunflowers. They will be planted in rows like corn, and the seed yield will be 30 to 50 bushels per acre. The seed makes a gallon of oil per bushel, and the cake is said to make a better feed than flax.

The Kansas Board of Railroad and Warehouse Commissioners has been investigating the subject of seed wheat, and, it is said, has arrived at the conclusion that the crop failure in Kansas was largely due to poor seed wheat. The board has determined to send to Russia for seed wheat, and has been canvassing among the western counties as to how many carloads would be needed. It is the intention to order at an early day several cargoes of Russian wheat.



THE OLDS GASOLINE ENGINE.

official will name a rate different from that quoted in the published tariff. In case such quotation is in excess of the correct figure no shipper expects to pay the amount, but should it happen to be less, every shipper endeavors to get the benefit of the mistake.

It is true that a freight official may be reasonably supposed to know what are the correct figures, but, unfortunately for the shipper, the law has provided a means whereby he may ascertain the rates for himself and hence he has no legal excuse for seeking information at the hands of the agent. It is probably true that no court would visit the penalties of the law upon a railroad for protecting from loss a shipper who acting upon the information given by a railroad official should suffer loss, but it is also probably true that under the law no court would compel a railroad to protect a quotation made in error if it elected to stand upon its published tariff rates.—*Railway Review*.

The views of our fair-minded contemporary are usually free from prejudice, but in the foregoing it seems to lean toward the carrier. If the freight agents are not competent to figure out the rate without error, the shipper who has had no experience in this work cannot do it. The freight agent should be competent

ANNUAL EXCURSION OF OHIO GRAIN DEALERS.

The annual excursion or outing of the Ohio Grain Dealers' Association has rapidly developed the social feature in predominance over the business feature, but the association keeps prepared to transact business, that is, it is maintained as an organization.

On the morning of May 21 a number of the members left Columbus over the Columbus, Sandusky & Hocking Railroad, were joined en route by other dealers, and reached Sandusky City at 3 p. m. of the same day. Immediately upon arrival at Sandusky, the party went aboard "The Arrow," which was detained nearly an hour beyond its scheduled time in order to accommodate the grain dealers, and landed them at Put-in-Bay in good time for dinner at the Beebe House, which was made headquarters by the grain dealers during their stay.

On the next day a regular business meeting was held, the principal object of which was to elect officers for the ensuing year, in order to hold the body together as an association. Following is the list of officers elected: Daniel McAlister of Columbus, president; J. B. Van Wagener of London, vice-president; Jesse Brundige of Kingston, treasurer; Huntington Fitch of Columbus, secretary.

As board of managers for the ensuing year the following were nominated by the president: True Martin of Woodstock, N. R. Park of Ada, Horace Chambers of Worthington, H. S. Alkire of Palestine, and M. A. Silver of West Jefferson.

Following is the committee appointed to act in conjunction with the officers of the association to arrange for the excursion next year: E. W. Seeds of Columbus, H. S. Grimes of Portsmouth, and J. W. McCord of Columbus.

A committee was appointed as follows, whose duty it is to act in conjunction with any other committees from any other bodies in the state with the view to having the next legislature abolish the Deaton law: J. W. McCord, Columbus; C. W. Crosby, Good Hope, and J. B. Van Wagener, London.

About 80 were present, and all had an enjoyable time except, of course, the expert fishermen, who could not even get a bite.

SPECULATION.

There is no use in advising people not to speculate; they will speculate. And there are points at which it is impossible to draw the line between "legitimate business" and speculation. All business has some of the elements of speculation in it—which is the same as saying that life is uncertain.

At intervals of a few years there come periods when the chances in the stock markets favor the non-professional, when there is such an impulse on the part of the public that prices move upward rapidly and without much reference to the immediate conditions of industry and merchandising. At such times the professional is wont to say "it is the fools that are making the money," that is, people who do not know much about the business win profits, while many of the old heads get out of the market.

The country has recently entered upon one of those periods. The man who buys blindly makes money, and the man who stops to reason that the properties are not earning enough to justify a rapid rise, and consequently sells short, loses. But earnings are not the only things that make prices. The temporary fancy of the public has everything to do with quotations, and when the crowd has the buying craze woe to the man who gets in the way.

To anybody who is bound to speculate, the only sound advice now is that he shall buy before he sells. That the market will have reactions from time to time goes without saying, but the ordinary operator is not quick enough or skillful enough to avail himself of such incidents. His guiding star should be the fact that the business of the country is improving and that the most potent forces now in operation make toward greater values of stocks. There are now better opportunities for a discerning trader to make money than have existed in this country since the active period immediately following the resumption of specie payments. Of course those opportunities are not confined

to the exchanges. Almost any quick-witted man, by looking over these fields of industry and trade with which he is most familiar, will see places where his capital and intelligence can be employed to greater advantage. The next three years promise to be a harvest time for the man of small capital and alert mind. —*Economist*.

NEW ELEVATOR AT MILE END, QUEBEC.

The grain trade of Canada is growing very rapidly. The country has spent a vast sum of money for an adequate system of waterways, which is now nearly completed, which will enable the wheat grower in the West to transport his product to the East at small cost for transportation. The granaries of Manitoba ship by rail to the natural route down the St. Lawrence, and Montreal is the transshipping point for the agricultural West. That city enjoys the best of facilities for shipping by rail and water, and consequently the business in grain, hay and other products is large and growing.

Among the best known of grain and elevator companies of Quebec is the Canadian Produce Company of Montreal. This company was established in 1893, and has since been carrying on a growing and successful business. It has a branch house on the Grand Trunk Railroad at the town of St. Henri, a suburb west of Montreal, and a plant recently erected at Mile



THE NEW ELEVATOR AT MILE END, QUEBEC.

End, north of Montreal, is shown in the accompanying illustration.

This plant consists of a 50,000-bushel elevator, adjoining which is a building having a capacity of 30,000 bushels, besides large hay warehouses in the rear. The houses are built alongside the Canadian Pacific Railroad. They were built only for the local market and reshipping to the country, but are equipped with a full line of modern machinery. In the basement of the elevator are three Willford & Northway Roller Mills. A special set of buckets elevates moulée, bran and other feeds. A conveyor carries oats from the elevator to the adjoining building. The elevator is run by electricity, 500 volts being used, which enables the company to carry insurance at a very low rate. The entire plant was erected by A. Laidlaw & Co. of Toronto, and the company is well satisfied with the work.

The Canadian Produce Company deals in grain, hay, straw, millfeed, wood and coal, etc. While it is a young company the business has been steadily increasing up to the time this plant was built. The company will now extend its trade, shipping hay to the United States and to Europe after getting special contracts for furnishing hay to foreign armies. The company is composed of M. R. Auzias Turenne, manager of the Hara National Company, and L. de G. Beaubien, son of the Commissioner of Agriculture of Quebec.

The San Francisco Produce Exchange gives the following report of the visible supply of grain and flour in California June 1, compared with that of the same month of the previous year: Wheat, 6,306,340 against 7,646,090 centals; barley, 714,440 against 1,370,305 centals; oats, 108,960 against 106,915 centals; corn, 65,340 against 94,390 centals; rye, 4,480 against 6,585 centals; beans, 65,819 against 124,300 sacks; flour, 51,607 against 80,310 barrels.

DOTS AND DASHES.

Grain dealers of Illinois will hold a meeting at Decatur, June 19.

The Southern Railroad has built 530 cars especially adaptable for grain transportation.

The first car of new wheat was received at San Francisco June 1. It was full of smut.

The jute mill at Walla Walla, Wash., employs 260 convicts manufacturing grain bags and other jute fabrics.

The corner (?) in oats is off, the American Cereal Company having disposed of a great portion of its line in New York.

The short crop of wheat will surely increase the demand for cornmeal and other cereal products. The elevator man who has a good roller feed mill may be able, with a few changes, to make a good grade of cornmeal.

The Xenia Grain Company of Xenia, Ohio, writes us: "We would not do without the AMERICAN ELEVATOR AND GRAIN TRADE for double the subscription price. It is highly appreciated among grain men of this section."

Feeders have become so thoroughly convinced of the advantages of feeding mixed ground feed that the demand will be larger than ever next fall and winter. Every elevator man should have a good feed mill plant to care for the wants of this trade.

Two cargoes of wheat were recently received at Cleveland from Detroit which were returned on account of not being up to grade. The grain was smutty, had considerable cockle and had been weevil-eaten and looked as if it had been cleaned before shipping.

The first car of the 1895 crop of wheat arrived at St. Louis, Mo., June 8, from Coffeyville, Kan., grading No. 2 Red. This is unusually early for new wheat and indicates that the crop is forward, if short. The car was auctioned off for the call at the premium price of 95 cents.

W. S. Johnson, Kansas City manager for Chas. Counselman & Co. of Chicago, recently exhibited at the Kansas City Board of Trade samples of 20 carloads of wheat from Chicago elevators. The wheat upon inspection was found to be all right, grading No. 2 Red and testing 60 to 60½ pounds.

The Department of Agriculture has issued a bulletin on flax culture, in which it says that the flax production in several of the flax growing countries is steadily decreasing, and foreign buyers are inquiring about the possibilities of flax in the United States. It recommends more attention to flax.

Is it any wonder that the demand for oats in New York is light? The last census of the Board of Health of New York shows 23,000 less horses than two years ago. Brooklyn in that time dropped all her car horses, which, with the reduction of Jersey City, is estimated at 50,000 horses for New York and vicinity. That is what makes oats so hard to sell.

There has for a long time past been a feeling among Chicago receivers, wholesalers and retailers that each one was transgressing upon the fields of the other. This feeling has come to a head, and recently a meeting was held consisting of retailers, wholesalers and receivers for the purpose of adjusting matters satisfactorily to all concerned. The receivers were asked not to sell to consumers and wholesalers are asked to discontinue their commission business. We hope Chicago will disentangle herself in time to handle her share of the new crop satisfactorily.—*Home Market and Stockman*.

Comparatively few beans are shipped from Michigan, the great bean producing state, further east than Buffalo, for New York state is almost as good a bean country as Michigan, and the freights play an important part in the business. For the same reason but few beans can be shipped further west than Fargo or Topeka, because beyond those points the California crop comes into competition, with a big difference in the freight rates. Carload shipments to Vermont and Maine are not infrequent, and occasionally Boston puts in an urgent demand, which Michigan is always pleased to supply.

THE CENTAL CONTINUES TO GAIN FRIENDS.

Some months since the AMERICAN ELEVATOR AND GRAIN TRADE began the discussion in its columns of the advantages of the cental of 100 pounds over the bushel or any of the units of weight employed throughout the world for the measurement of seeds, grain, etc. Numerous opinions published by that journal have advocated the adoption of the cental system.

This paper agrees with those who believe that by simplifying and making uniform the world over a system of weights a great boon will be conferred upon the merchants of the nations, and that international trade will be wonderfully stimulated.

for their pioneer and able efforts in that direction.—*Modern Miller.*

THE KAUCHER GRADING AND MIXING DEVICE.

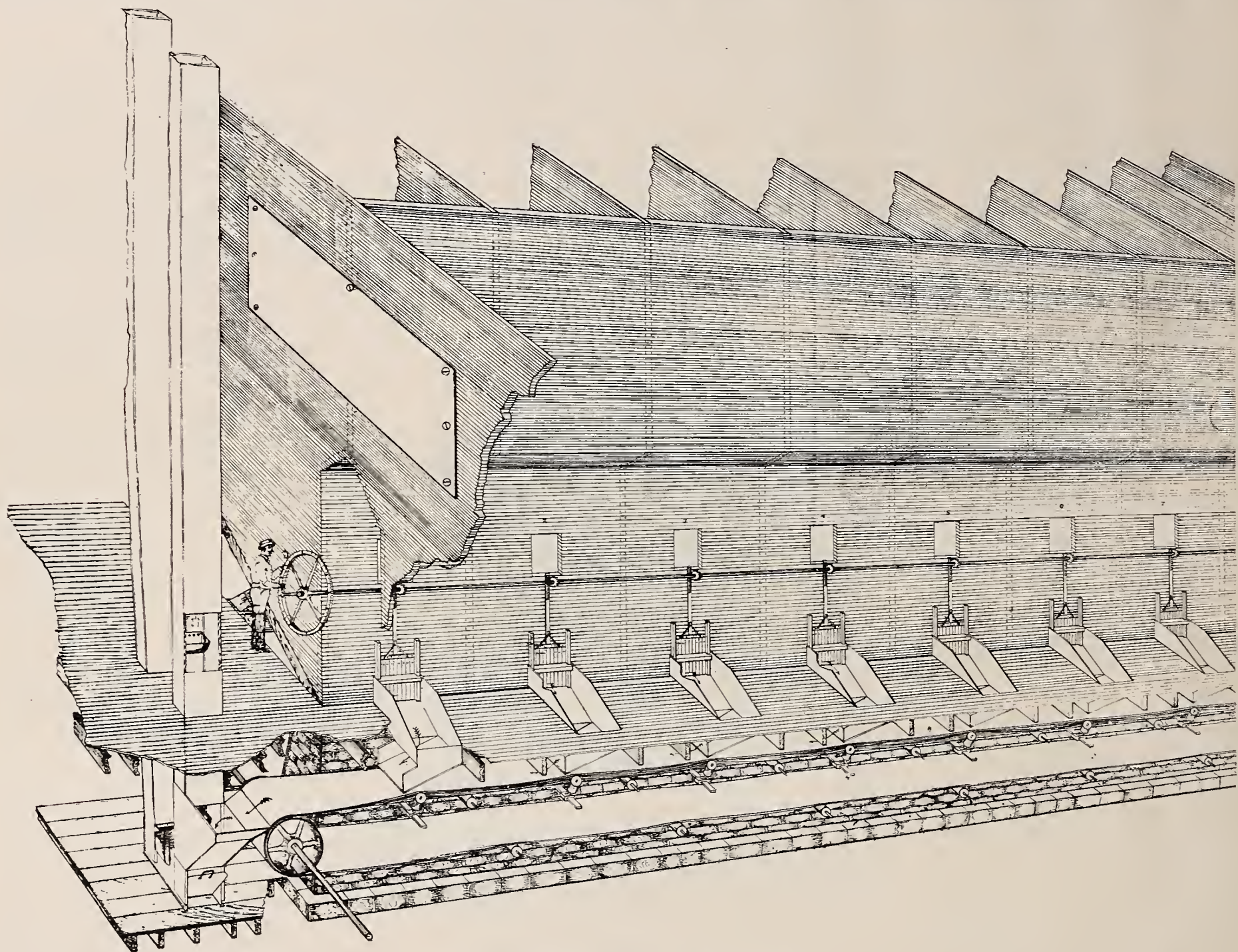
The above cut represents a new mechanical device for mixing cereals, which was invented and patented by Frank Kaucher, the mill and grain elevator architect and contractor of St. Joseph, Mo.

This cut represents a low storage elevator; the device is applicable to overhead storage as well. Each bin is provided with nine or more small slides, instead of one large slide, as is usual. The center slide is rigidly fixed with the rack that gears into the pinion on shaft. All of these racks are necessarily so arranged as to

PRODUCING GRAINS TOGETHER.

The twentieth annual report of the Ontario experiment station shows the results of mixing barley and peas, peas and wheat, wheat and oats, barley and oats, and, in fact, all these grains and peas in as many combinations as could be made. The results of these mixtures are summarized by the station as follows:

By examining the results of 1893, along with those of 1894, we find that there is a yield of 244.5 pounds per acre more from the mixture than from the grain when sown separately. In the experiment of 1894 the results show that in nine cases out of eleven the mixed crop gave a larger yield of grain per acre than the same crops when grown separately. In regard to straw, the mixtures gave the largest yield in every instance



THE KAUCHER GRADING AND MIXING DEVICE.

To compute either weights or values by hundreds, their multiples or divisors, is at once the simplest and most natural system known, and yet the most progressive people in the world refuse to surrender the cumbersome systems that custom has fastened upon them, most certainly to the injury of commerce. We cannot offer a single word in support of the bushel, the quarter, the kilb, the carga or the pood, but, as above stated, the cental recommends itself in every particular.

We advocate the adoption of the cental system throughout the commercial world, because it is worthy of international preference, and because we believe that the progressive spirit of the age will lead mankind to do himself the favor of simplifying his business methods to that extent. We hope that this movement will broaden until it embraces the entire commercial world, and that our contemporary above mentioned and Mr. Blish of Seymour, Ind., who advocated the cental system in an able discourse before the Louisville convention, will be accorded due credit

throw them in or out of gear as desired by workman.

As a matter of further explanation, take bins 1, 2, 3 and 4, showing slides open respectively 1, 2, 3 and 4, each slide representing 10 per cent. of total output. When one or more slide is wanted it is connected with center slide by means of an iron pin in cross arm, as shown in cut. The opening of all of these slides is recorded by inches and fractional parts thereof on the dial-faced wheel on shaft.

Should the total output of this combination exceed the capacity of conveyor or elevator, the entire combination is readily adjusted by means of this hand-wheel, without destroying the proportion of grain from the different bins. Wherever this device has been put in it has proved to be very beneficial in the rapid handling of grain.

Preparations are being made to build a railroad from Grafton, N. D., to Superior, Wis. It will be a feeder for Superior, as the line will pass through vast wheat growing sections.

in 1894 as well as in 1893. The largest yield of grain during the past season was obtained from the mixture of barley and oats, which also gave the largest yield of grain per acre in 1893.

Attention has been called before to mixing grains for forage purposes, but in this trial the mixture was for the resulting grain crop. It seems that even for the grain the mixture gave an increased crop. For those who feed grain thus grown a manifest advantage is shown. A further advantage will be found in feeding the mixture, for all agree that there is a probable gain by mixing grains for feeding.

Wheat can be grown in the Alps at an elevation of 3,600 feet; in Brazil at 5,000; in the Caucasus at 8,000; in Abyssinia at 10,000; in Peru and Bolivia at 11,000.

An eminent entomologist claims to have discovered a sort of telepathy among bugs, by which they can communicate with one another at great distances. That is probably how the chinch bug and the Hessian fly came to an understanding so quickly.

AN ELEVATOR TRANSPORTED ON A FLAT CAR.

Like the prophet Mohammed, Mr. D. D. Van Nocker of Petersburg, Mich., goes to the mountain if the mountain does not come to him. Mr. Van Nocker owns and operates seven elevators in Michigan, and is well known for the enterprising manner in which he carries on business. Being desirous of extending his trade in Britton, Mich., he began negotiating for a site upon which to build an elevator. Receiving little encouragement in this, he decided to move his elevator at Ridgeway to Britton, a distance of two miles.

The elevator at Ridgeway was 48 feet high and 22x54 feet. The railroad company laid a branch under the elevator, which had been raised, and a flat car, 60 feet long, was backed under and the elevator lowered until it rested upon the car, and so began its journey to Britton. At the destination another branch was laid over the elevator site. The building was raised and the car drawn from beneath. The trip was made in two hours and twenty minutes. The railroad, the Cincinnati, Jackson & Mackinaw, made no charge for the transfer.

Our illustration shows the elevator as it appeared en route. Hundreds of people were present to witness the transportation, and Mr. Van Nocker received many telegrams congratulating him on his success. In its new location an addition will be built to the elevator, which will give it a capacity of 8,000 bushels.

MARINE INSURANCE ON GRAIN.

BY REFORMER.

In consequence of the narrow margin of profit that grain is being shipped on, either for domestic or foreign consumption, owing to the competition of other countries, chiefly the Argentine, where the production of wheat is practically for export only, since the population, numbering little over five million people, requires little for domestic use, and where gold is at enormous premium, thus making wheat the most available export commodity to exchange for it, coupled with the fact that the freight charge from there to England is scarcely, if any, more than that paid from Western points in the United States to England, notwithstanding the actual distance of shipment is more than twice as great, because of the close proximity of the Argentine growing districts to cheap inland water routes to seaboard where there is always an overabundance of freight space, which is keenly competed for by homeward-bound vessels, which have come out bearing manufactured goods, and have little else save wheat to ballast with for homeward passage, the necessity to minimize all charges of transportation in the United States becomes imperative to the future of export grain shipments.

The insurance of grain, via the lakes, heretofore, has been under the control of the Chicago Board of Underwriters, who, acting in conjunction with vessel owners and agents, have been able, for their personal benefit only, to maintain enormous and excessive rates.

The methods of this body have been to demand that insurance should be placed at the time of charter with the owner or agent of the vessel, at rates arbitrarily fixed. The shipper, failing in this, has been refused freight space by the charterers upon second application. So complete has been their organization that when wheat declined in value to the low prices of April, May and June, 1894, they raised the price of insurance from the old minimum of 25 cents by the best vessels to 40 cents, thus protecting their own profits at the expense of the grain shipper and at a time when they should have reduced their rates in accordance with the decline in wheat, thus assisting the shipper in effecting sales.

The value of the protection itself may be judged when it is fairly estimated that the insurance companies engaged in the business made a net profit of over 40 per cent. upon what they received, which was the sum paid by the assured less 50 and 55 per cent. deducted for commissions for the benefit of

the insurance agent and the owners and agents of vessels. A sum estimated at \$250,000, all of which has been unnecessarily paid by a very small number (say between sixteen and twenty) of shippers of grain.

To assume that this large sum being an absolutely unnecessary and unwarranted expenditure on the part of the shipper has not affected the sale of grain by them either for export or domestic use is unreasonable. Further, it is true that grain alone is the only merchandise or commodity wherein the insurance of it is not actually competed for.

It is the purpose of certain companies to offer the grain shippers, provided they will combine with them, a complete reorganization of this insurance, which will not only save them the above mentioned amount of money, but will provide them with a more liberal and comprehensive method of transacting the business.

1st. Instead of one rate covering all classes of carriers, whether good or bad (a method designed solely for the protection of owners or operators of inferior classes of crafts to enable them to put forth the argument that as far as insurance rates are concerned their crafts command as good a rate as the most modern type of regular transportation vessels), it is proposed to classify the vessels under three heads, fixing the lowest possible minimum rate on regu-



TRANSPORTING AN ELEVATOR ON A FLAT CAR.

lar transit lines' boats. By this means it is hoped to effect a discrimination of charter in favor of the best carriers, thus stimulating the improvement and construction of vessels offering the greatest safety and dispatch, at the same time fixing the rates on the lowest class of carriers at a figure less than that charged heretofore upon all classes. It is the purpose to provide the shipper with a handy classification of vessels which he may have in his possession for reference, notwithstanding the fact that it is proposed to have a representative upon the floor of the Chicago Board of Trade at all times, who may be referred to for information. This classification of vessels will be largely based upon the rating of the Inland Lloyds' Vessel Register, the present authority for all classification of vessels on the lakes, and it is guaranteed that all classifications shall be as favorable as this register, at least, it being the purpose to correct some apparent errors in this register to the greater interest of the shipper.

2d. Upon the regular transit line boats and first-class carriers it is proposed to waive the 5 per cent. particular average clause, agreeing instead to pay all claims without regard to amount and this without additional charge to the shipper. Upon the two lower classes a slight additional charge, not enough to be burdensome, will be asked for this privilege.

3d. The charge for the winter storage of grain in the holds of vessels awaiting the opening of navigation will be at the rate of 7½ cents per each half month instead of the present rate of 20 cents for one month, without deduction for periods of time less than one month, thus offering another large economy in the storage of grain in vessels.

4th. The contract, when delivered, will be binding

upon the insurer at fixed rates during the whole season and the shipper may at all times know exactly what sum he will have to figure his insurance item at in considering sales of futures.

5th. The companies which will offer the protection are among the largest English and American stock corporations of insurance in the world, and are guaranteed to be acceptable under all circumstances to bankers.

In conclusion, it is proposed to seek the cooperation of all of the large shippers, feeling confident that by procuring their promises of combination in favor of this plan of insurance the vessel owners and agents will be forced back to the pursuit of their legitimate businesses, viz., the dealing in charters, irrespective of any influence ulterior to this. It is to be expected that when he learns he is to receive no profit from insurance he will attempt to preserve the old state of affairs by refusing to charter, but the shipper has only to consider the enormous and growing tonnage of lake carriers and the absolute necessity for this tonnage to procure grain as ballast, and grain being the largest commodity for shipment at all times, to safely infer that the carrier cannot hold out against him, provided his organization is complete. The carriers, especially those regular transit lines operated by or in conjunction with railroad systems, dare not take the

chances of refusing to accept freight to such an extent as to running the risk of their boats leaving Chicago empty or without sufficient ballast.

CRIMSON CLOVER GAINING IN POPULARITY.

Crimson clover is gaining in popularity everywhere that it has been grown, and farmers as well as the experiment stations are adding to its fame. At the New Jersey station it has been proved that the crop of crimson clover, when plowed under several weeks before it reaches maturity, is worth as much as ten loads of city manure. It adds to the soil in many ways, and from analysis it was found to give to the soil nitrogen that would be equivalent to 648 pounds of nitrate of soda. The manurial value of the crop is doubled if left until the crop reaches maturity, but, as this takes the land up until the latter part of May, many farmers cannot afford to wait. Furthermore, the station reports that the composition and digestibility of the plant are superior to red clover.

At the recent meeting of the Western New York Horticultural Society crimson clover was fully and freely indorsed. Dr. Caldwell and Prof. Burley, two well-known authorities upon such matters, agreed, and after a test of three years, certified to the great value of clover from the fact that it can be sown between other crops for plowing under. The clover crop is being recognized more and more each year as an important one on the farm. Its benefits are threefold. When properly cared for clover hay makes one of the best forage crops for feeding. The influence that clover has in enriching and fertilizing land is well understood. The seed crop is one of the best money crops in many sections of the country. With all these things to recommend it, it is no wonder that clover is becoming popular among wide-awake farmers.

The New York *World*, jealous of the farmer's recent success, says: Wheat was not so "wild" in Chicago yesterday. This may be interpreted to mean that the Armour wheat cornering syndicate has about completed the job of picking the public pocket.

Wheat movement figures of this crop year will not be of much use for purposes of comparison, says President W. T. Baker of the Chicago Board of Trade. "Take the Toledo receipts, for example. The wheat which was moved from there to Chicago last summer was counted once there and again here. Now it is being shipped back to Toledo and will be counted there again. A large amount of the grain originally received at Toledo has been counted three times. Milwaukee receipts are almost entirely of grain which has once before been credited to the crop, and the same is true to a greater or less degree about receipts at St. Louis, Kansas City, and possibly Detroit."

WHY WHEAT ADVANCES.

The chinch of the chinch bug sounds abroad,
And the army worm, in regular squad,
Is marching on to the growing wheat
To trample it under a million feet,
And that's why the prices climb up each day,
And the bears look on in wild dismay.
The rain has been sparing and fields are dry
And parched is the wheat where the land is high,
While down on the flats there is equal woe,
That wheat's drowned out where the land is low,
And that's why the price climbs up so high
And the bulls are fattening upon pie.
The millers are crying for wheat to crush,
And corn is so scarce that we can't eat mush,
While the great supply that we had last year
Is threatening quickly to disappear,
And that's why the price goes bounding high
And the bear is heaving a sorrowful sigh.
—John Barr in Detroit Free Press.



[We invite correspondence from everyone in any way interested in the grain trade, or all topics connected therewith. We wish to see a general exchange of opinion on all subjects which pertain to the interest of the trade at large, or any branch of it.]

SHIPPING AT TACOMA.

Editor American Elevator and Grain Trade:—According to the report of the harbor master of the port of Tacoma, Wash., for the month of May, the total exportation of breadstuffs was as follows: Wheat, 277,517 bushels, valued at \$122,557. The inward registered tonnage was 41,101 tons; outward registered tonnage 44,041 tons; inward cargoes, 4,002 tons; outward cargoes, 49,733 tons.

SAMUEL COLLYER,
Secretary Chamber of Commerce.

Tacoma, Wash.

TO CHANGE FROM THE BUSHEL TO THE CENTAL IS IMPRACTICABLE.

Editor American Elevator and Grain Trade:—To change the cental for the bushel as the standard unit for grain is impracticable. Farmers and traders will never make the change. This was thoroughly demonstrated when the attempt was made once before. Life is too short to waste any time in such efforts. The bushel is too well established to be disturbed by the cental or any other standard, however desirable the change might be theoretically.

WM. J. LANGSON,
Secretary Chamber of Commerce.

Milwaukee, Wis.

ERECTING NEW ELEVATOR.

Editor American Elevator and Grain Trade:—I have been a subscriber and reader of the AMERICAN ELEVATOR AND GRAIN TRADE for several years and I like the paper very much. I have worked in the grain business at this place for 21 years. The firm I am working for now is building a 25,000-bushel elevator which is expected to be finished by June 15. It is built after plans by B. S. Constant of Bloomington, Ill., and will be a model elevator. A New Era Gasoline Engine of 18-horse power will be put in.

Yours truly,
Bringham, Ind.

SHOULD ADOPT THE CENTAL.

Editor American Elevator and Grain Trade:—The opinion of the members of the Buffalo Merchants' Exchange is to the effect that the present system could not be changed without much difficulty. The compilation of statistics would involve great labor, as comparisons of previous days, weeks, months and years would all have to be figured over again and brought into centals, both as regards price and quantity. This would have to be done in all government reports as well as by local Boards of Trade, etc.

In years gone by the system was tried here, for a few days, of selling by the cental. I at that time was commercial editor of the *Courier* newspaper and made my reports of sales on that basis. But the effort was unsuccessful, as grain merchants would not trouble themselves to get accustomed to the change. I think

the same result would be arrived at now. The work of changing the statistics from bushels to centals would be a great task if the buyers and sellers agreed to trade on the cental system, but on general principles I would say that in my opinion the cental system should be adopted in all business transactions and in all statistical information.

Yours truly,
Buffalo, N. Y.

WILLIAM THURSTON,
Secretary Merchants' Exchange.

MOVED AN ELEVATOR ON A FLAT CAR.

Editor American Elevator and Grain Trade:—D. D. Van Nocker of Petersburg, who owns a line of seven elevators, recently moved one from Ridgeway to Britton, a distance of two miles. It was moved on a flat car 60 feet long. The building was 50 feet long, 24 feet wide and 48 feet high to the top of the Texas. The railroad company laid a side track under the building and let the elevator down to the car. Another side track was laid right on to the spot where the building was to stand. On reaching the new location the elevator was raised and the car drawn out. This was done by the railroad company free of charge. About a thousand people were on the ground to see it moved, and all was done without a slip or accident.

P. B. DAVEY & CO.

Petersburg, Mich.

OUR BOSTON LETTER.

Editor American Elevator and Grain Trade:—Business for the past month started in with a rush, but it was short-winded. We are doing very little just now. Oats is the only cereal that the trade seems to be moving. The feed market is off and very little doing. The long rainstorms have benefited grass, and there promises to be a large hay crop in the East.

Receipts and exports for the month of May, 1895, as compared with those of the same time in the preceding year, were as follows:

RECEIPTS FOR MAY.

Articles.	1895.	1894.
Cotton Seed Meal, tons.....	97	22
Corn, bushels.....	945,636	616,211
Wheat, bushels.....	1,239,328	913,248
Oats, bushels.....	600,832	520,391
Rye, bushels.....		545
Mill Feed, tons.....	2,587	2,501
Oatmeal, sacks.....	2,773	3,025
Oatmeal, barrels.....	2,570	4,173
Cornmeal, barrels.....	5,085	5,748
Barley, bushels.....	2,325	1,300
Malt, bushels.....	65,690	119,715
Hops, bales.....	449	419
Peas, bushels.....	2,780	2,568
Buckwheat, bushels.....		
Flour, barrels.....	134,962	83,590
Flour, sacks.....	136,248	154,144
Hay, cars.....	1,029	1,570
Straw, cars.....	87	104

EXPORTS FOR MAY.

Articles.	1895.	1894.
Wheat, bushels.....	896,159	790,499
Corn, bushels.....	487,942	385,451
Oats, bushels.....	4,677	1,950
Peas, bushels.....		400
Barley, bushels.....		6,455
Buckwheat, bushels.....		
Cornmeal, barrels.....	2,906	5,863
Oatmeal, barrels.....	1,463	1,296
Oatmeal, sacks.....	3,827	1,979
Flour, barrels.....	41,904	49,745
Flour, sacks.....	140,818	246,109
Mill Feed, bags.....	5,342	5,210
Hay, bales.....	21,115	74,359
Straw, bales.....		

The W. L. Goodnow Company of East Jaffrey, N. H., have been succeeded by Goodnow Bros. & Co. BUNKER HILL.

WOULD NOT GIVE UP THE CENTAL.

Editor American Elevator and Grain Trade:—California has used the cental standard for measuring all grain ever since I went into business in 1860, and we have found it so convenient and economical of time in making calculations that nothing would now drive us from it. All our business is transacted on this system. buying and selling, storage-tonnage and freight-tonnage. There is the same economy of labor in it that we find in the decimal system of money, and when we combine the two, as we do in estimating the value of a lot of grain, multiplying so many pounds by so many cents, it becomes the simplest process possible.

In Oregon grain is measured more or less by the bushel, and in the interior of California the conserva-

tive old farmers sometimes recur to the habits of their early days and talk of bushels: but in the commercial centers the cental is fixed immovably as the standard of trade.

Yours very truly,
San Francisco, Cal.

HORACE DAVIS,
President Sperry Flour Company.

A RELIC OF SEMI-CIVILIZATION.

Editor American Elevator and Grain Trade:—On reviewing the subject—the cental as the standard unit of measure for grain—I find there is nothing I can add to what has already appeared in your valuable paper in various articles, which seem to me to have covered the ground in a most able manner. We use the cental entirely in the grain trade, and I do not know that any change has ever been suggested. Such change would certainly not be in the direction of the bushel, which, in company with the English *long ton*, we are inclined to regard as a relic of semi-civilization.

Very truly yours,
San Francisco, Cal.

T. C. FRIEDLANDER,
Secretary Produce Exchange.

PURCHASED ELEVATOR AND GRAIN BUSINESS.

Editor American Elevator and Grain Trade:—H. Ream & Son have bought out A. J. Newell & Co.'s grain business at Lostant, Ill., also their elevator, track scales, office, etc. This elevator has a capacity of 40,000 bushels and is equipped with a car puller that works by means of pulleys propelled by a 15-horse power gasoline engine. This is the best equipped elevator on the Illinois Central road between Amboy and Pana. The office is second to none on the entire Illinois Central system, at least so the railroad boys say. With all their modern improvements H. Ream & Son take no back seat among Illinois grain dealers.

MAY DAY.

OPPOSED TO ADOPTING THE CENTAL.

Editor American Elevator and Grain Trade:—As to the advisability of again making an effort to adopt the cental system, the Peoria Board of Trade is most emphatically opposed to any such action. Experience is a good teacher; the confusion and dissatisfaction resulting from the attempt of twenty or more years ago is in mind, when, after many months of preparation by the exchanges of the country, the cental system was adopted and a thorough trial given. We know the result. After several months' trial it was unanimously abandoned, thrown overboard, and the trade returned to the old ways with pleasure and satisfaction. There is nothing like experience as a test: theory has no standing when experience negatives.

I would not disturb the Pacific Coast in its enjoyment of playing a "lone hand" in this cental business. When the decimal system becomes universal it will be time to urge a universal cental system.

Yours,
Peoria, Ill.

R. C. GRIER,
Secretary Board of Trade.

NO GOOD REASON WHY IT SHOULD NOT BE ADOPTED.

Editor American Elevator and Grain Trade:—The cental system was brought to the attention of the various Commercial Exchanges and Boards of Trade for adoption a number of years ago, and is not a question of recent thought. At the first meeting of the National Board of Trade in Boston in 1868 the cental system for all agricultural products was favored and the question has been placed upon the official programme of that body for consideration a number of times since, but nothing practical has as yet ever come of it. It is a matter of record that the system was attempted some years ago in the cities of Chicago, St. Louis and Milwaukee, and in some others, too, if I am not mistaken, but after a short trial was abandoned.

The cental system has its advantages and I can see no good reason why it should not be adopted. Take the exporter of grain for instance. There is a great diversity existing in the different countries of the world with regard to a uniform standard of measure upon which to base transactions. In England the unit of weight is the pound, the same as in the United States. Of her weights here are a few: Ton 2,240 pounds avoirdupois, hundredweight, 112 pounds, quarter 28

pounds, stone 14 pounds. Her quarters for grain are: Wheat and corn 480 pounds, usual, also 560 pounds, oats 320 pounds, rye 480 pounds, barley 400 pounds. France, Holland, Belgium and Germany all use the metric system of weights and measures, as also do Spain, Portugal and Italy, I believe; at least they do when buying grain from America. As regards the other countries, such as Russia, etc., I do not know, as they sell and do not buy. When selling to England they use the English method.

The change from the bushel as now obtaining in this country, the Pacific Coast excepted, to the cental might be accomplished, in my humble opinion, simply by the various commercial organizations interested agreeing upon a given date when the change should take practical effect. Its adoption in the different countries of the world might not be so easy of accomplishment. But I believe it practicable for the several countries in the exportation and importation of grain to adopt and have for use a uniform standard of measure, and that standard should be one of weight. A bushel of wheat should mean a given number of pounds in this country and the same in Europe. Besides, the cental conforms to the basis of transportation charges as now computed both here and in Europe, and it should commend itself to the favorable consideration of the thoughtful business men everywhere.

Very respectfully, WM. F. WHEATLEY,
Secretary Corn and Flour Exchange.

Baltimore, Md.

FAVORS THE ADOPTION OF THE CENTAL.

Editor American Elevator and Grain Trade:—I have read with much interest every article that appeared in your valuable paper, pro and con, on the cental system, and feel encouraged to think that in time the cental will be adopted. The advocates of the bushel, who claim that it is good enough, are acting after the manner of a rublock on the wheel of progress. But they will not be able to stop it; it cannot be stopped. Should anything like clods get in the way it may slack the motion of the wheel somewhat, but it will move on in spite of obstacles.

When one defends the bushel, what does he defend? What is a bushel? He cannot say how much it measures, since the measure is scarcely used. He may say, "It is—it is—well, it is owing to where it is." Altogether it is a mess of confusion, as shown in this table, which gives the number of pounds to the bushel, legal weight, in the different states:

STATES.	Wheat.	Rye.	Oats.	Barley.	Buckwheat.	Shelled Corn.	Corn on Cob.	Clover Seed.	Timothy Seed.	Flaxseed.	Blue Grass Seed.	Potatoes.	Sweet Potatoes.
Arkansas.....	60 56 32 48 52	70 60 45 56	14 60 50										
California.....	60 54 32 50 40 52												
Connecticut.....	60 56 32 48 48 56												
Dakota.....	60 56 32 48 42 56												
Delaware.....	60 56												
District of Columbia.....	60 56 32 47 48 56												
Georgia.....	60 56 32 47 52 56 70 60 45 56 14 60 55												
Illinois.....	60 56 32 47 56 56 70 60 45 56 14 60 55												
Indiana.....	60 56	48 50 56 68 60 45	14 60										
Iowa.....	60 56 32 48 52 56 70 60 45 56 14 60 46												
Kansas.....	60 56 32 48 50 56 70 60 45 54 14 60												
Kentucky.....	60 56 32 47 56 56 70 60 45 56 14 60 55												
Louisiana.....	60 54 32 50	56											
Maine.....	60 56 30 48 48 56												
Maryland.....	60 56 26 47 52 56												
Massachusetts.....	60 56 32 48 48 56												
Michigan.....	60 56 32 48 48 56 70 60 45 56 14 60 55												
Minnesota.....	60 56 32 48 42 56	60											
Missouri.....	60 56 32 48 52 56	60 45 56 14 60											
Montana.....	60 56 35 48 52 56												
Nebraska.....	60 56 34 48 52 56												
New Hampshire.....	60 56 32	56											
New Jersey.....	60 56 30 48 50 56	64	55										
New York.....	60 56 32 48 48 58	60 44 55	60										
North Carolina.....	60 56 30 48 50 54	64											
Ohio.....	60 56 32 48 50 56 70 60 45 56	60 50											
Oregon.....	60 56 36 46 42 56	62											
Pennsylvania.....	60 56 32 47 48 56	62											
Rhode Island.....	60 32 48												
South Carolina.....	60 60 32 60 48 56 70 60	44 14 60											
Tennessee.....	60 56 32 48 50 56 72	45 56 14 6											
Utah.....	6 56 35 48 52 56												
Vermont.....	60 56 32 48 46 56	60 45											
Virginia.....	60 56 32 48 52 56 70 60 45 56 14 60 56												
Washington.....	60 56 36 45 42 56												
West Virginia.....	60 56 32 48 52 56												
Wisconsin.....	60 56 32 48 50 56 70 60 45 56	60											

How about the cental? We can at once answer, and without fear of contradiction, that the cental means the same thing in Maine, Delaware and all the way to California. The cental, or 100 pounds, used in foreign

countries may not correspond exactly with our 100 pounds, but progress will not rest until it finally accomplishes the establishment of universal weights. I may not live to see all this accomplished, but I predict its being accomplished. I agree with Mr. Hoag of Delavan, Wis., when he says that "if the grain dealer in the country quotes the farmer a price per 100 pounds, in ninety-nine cases out of a hundred the question will be, 'how much is that a bushel?'" But when Mr. Hoag says that that would continue to be so for the next hundred years, he underestimates the intelligence of the rising generation. Germany adopted the cental in 1866 and has used it ever since. Before that time every little duchy had its own individual measure. My father, who was at that time 64 years old, came to this country in 1873, at the age of 76 years. He was thoroughly acquainted with the cental system, and it never occurred to him to ask, "If 100 pounds cost so much, what difference does it make whether it is a malter or a bushel?" If one is capable of comprehending the cental system at the age of 76 years, it would be surprising if others not so old could not learn it.

The money system in Germany prior to 1866 or 1870 was in as much confusion as the weights and measures, but since then there has been a universal metrical system. I need not speak of that, however, since our money system has been for many years on a decimal basis, the correct and easily figuring method.

Let the advocates of both systems come out and show the advantages and disadvantages of the two systems. Let us adopt the best and most sensible one, and let the wheel of progress roll on.

Very truly yours, H. BERNHARD.
Strasburg, Ill.

Queries and Replies.

Questions and answers are inserted under this head free of charge, and all are invited to avail themselves of this column.

No. 19. Wants Names of Hay Shippers.—I would like to get the names of shippers who make a business of baling hay for the wholesale market. I will be greatly obliged for any information.—M. D. STANLEY, New Britain, Conn.

No. 20. Desires Insurance on Elevator.—I would like to be informed as to the best insurance for grain elevators. I am about ready to start my elevator at Midway, Ky., and want a good elevator insurance company to secure it for me. Also I want to be agent for some company to insure wheat and all kinds of grain and would like to hear of any good company.—C. J. WEISENBERGER, Midway, Ky.

No. 21. Plans for Country Elevator Wanted.—I would like to see published in the AMERICAN ELEVATOR AND GRAIN TRADE plans of a 40,000-bushel country elevator, with a loading bin large enough to hold a carload and so high that grain can easily be spouted therefrom to the ends of the car. Above the bin I would like a reliable automatic grain scale, one that will give correct weights and register on the bottom floor, so that I can cut off the grain when I have the desired amount in the loading bin. I am tired of guessing at the amount of grain I ship and of depending upon the honest terminal elevator men to tell me how much I shipped. I. O. SHIPPER.

REDUCED RATES FOR THE DECATUR MEETING.

Editor American Elevator and Grain Trade:—We take pleasure in advising you that a rate of fare and one-third on the certificate plan from points in Illinois has been authorized for the annual meeting Illinois Grain Dealers' Association, to be held at Decatur, Ill., June 19. Certificates to be signed by B. S. Tyler, secretary, Decatur, Ill.

Mr. C. A. Pollock, agent of the Wabash R. R., will act as joint agent for this occasion.

Respectfully, B. D. CALDWELL,
Chairman Western Passenger Association.
Chicago, Ill.

SCREENINGS.

Bucking the bucket shop is dangerously like kicking the bucket.

Farmers who did not feed their wheat to their hogs are now feeding it to the bulls on 'Change.

There isn't any "dollar wheat" in sight, chiefly because the world seems to be long on wheat and short on dollars.

"As good as wheat," will have its old-time meaning again soon if this present advance in price keeps up.—*Peoria Transcript.*

Too bad that Board of Trade tower was removed. There may not be room enough for wheat to go up as high as it seeks to.—*Chicago Post.*

"Say," said the farmer, "I wonder what kind of grass that is they have down in N'Orleans. I see so much in the newspapers about the Mardi Grass."

Mrs. Watts—"So it was in the Chicago wheat market that you lost your all?" Everett West—"Yes, mum, all save me honor—and an elegant thirst."—*Indianapolis Sentinel.*

"Didn't you use to do a little trading on 'Change?'"

"Yes, but I was fleeced."

"Ah: were you a bull or a bear?'"

"Neither, I was a lamb."

She—Thank you, oh, so much, for the diamond ring, but—I feel that I must tell you. I am a woman with a past. He (rising)—Is that so? Then you don't need any presents. I'm dealing in futures.

"I take it," said the flippant person, "that you are one of those persons who wants baled hay made a legal tender."

"Me? No!" said the Populist gentleman, "I don't raise nothing but wheat and corn."

I. O. G. T.—"My poor man, why do you drink so much whisky?"

X. Cess.—"A feller must sow his wild oats."

I. O. G. T.—"Yes, but you are doing nothing but planting rye."

X. Cess.—"All right, sir, jigged if I don't diversify the crop."

The debonnaire young agriculturist had been talking with great empressment to the handsome young woman, but she didn't quite believe him. "Ob," she exclaimed, "you are baffling me." "My dear young lady," he responded, "you were never more mistaken. With wheat at its present price it would be an insult to offer you chaff."

A St. Louis party asked recently: With hot winds in Kansas, frost in North Dakota, great heat in South Dakota, drouth in Illinois, bugs in Missouri, flies in Ohio, snow in Wisconsin, freezing in Michigan, too much rain in Kentucky, King in Toledo and Robinson in Washington, how can we raise anything but a crop of bulls?—*New York Produce Exchange Reporter.*

"Well, it got above 90—"

"You're crazy."

"I've got \$10 that says it did."

"I'll take you. The highest quotation—"

"Quotation nothing! What are you talking about?"

"Wheat. What did you suppose I was talking about?"

"The weather."

Buller.—"I came around to thank you for that tip on wheat, you know. You said prices would—"

Bearer.—"Well, good Lord, man! I can't account for everything. I explained to you how every indication looked bearish. You were supposed to use your own discretion, weren't you? You can't blame me."

Buller.—"Don't get excited, old man, have a cigar. I gave your tips to a friend who gave me some pointers once. He used them."

"The growth of a few tiny rootlets," observed the teacher of the botany class, "has been known to lift a heavy rock from its place, and the root of a tree growing out under a stone sidewalk will sometimes push it up and break it. Other cases of a like nature showing the strong unlifting power of vegetable growth have occurred, I doubt not, within your own observation. Is it not so?"

"Yes'm," said the boy with the faded hair. "I've heard my paw say his last year's corn crop lifted a mortgage off his farm."

IMPORTS AND EXPORTS OF FOREIGN BREADSTUFFS.

The total value of breadstuffs imported during April, according to the last report of the Bureau of Statistics, was \$107,952, against an amount valued at \$117,598 imported in April preceding; and during the ten months ending with April breadstuffs valued at \$2,440,638 were imported, against an amount valued at \$1,918,837 imported during the corresponding months of the year preceding.

Barley aggregating 2,027,431 bushels, valued at \$826,162, was imported during the ten months ending with April, against 720,511 bushels, valued at \$326,251, imported during the corresponding months preceding. Corn aggregating 9,270 bushels, valued at \$4,444, was imported during the ten months ending with April, against 2,132 bushels, valued at \$1,448, imported during the corresponding months of the year preceding.

Oats amounting to 306,161 bushels, valued at \$79,949, were imported during the ten months ending with April, against 5,138 bushels, valued at \$2,608, imported during the corresponding months of the year preceding. Rye amounting to 12,840 bushels, valued at \$6,133, was imported during the ten months ending with April, against 50 bushels imported during the corresponding months of the year preceding. Wheat aggregating 1,093,342 bushels, valued at \$636,059, was imported during the ten months ending with April, against 926,147 bushels, valued at \$616,558, imported during the corresponding months of the year preceding.

Of imported breadstuffs an amount valued at \$5,928 was exported during April, against an amount valued at \$20,640 exported in April, preceding; and during the ten months ending with April breadstuffs valued at \$104,813 were exported, against an amount valued at \$62,705 exported during the corresponding months of the year preceding. Imported barley aggregating 6,197 bushels, valued at \$2,723, was exported during the ten months ending with April, against 11,177 bushels, valued at \$5,606, exported during the corresponding months of the year preceding. Imported wheat amounting to 178,504 bushels, valued at \$91,903, was exported during the ten months ending with April, against 69,108 bushels, valued at \$43,175, exported during the corresponding months of the year preceding.

THE BEST GRAIN BAG.

The most economical bag to use for wheat work in the long run is that made of pure hemp, writes a contributor of *Milling*, Liverpool. True, it costs just double the price of fair quality jute and weighs about one pound less, but of its endurance and lasting economy there can be no actual doubt. A curious feature about hemp sacks is that rats and mice are not so fond of them as they are of jute-made goods.

This probably is to be attributed to two known facts. First, it is to be observed that jute admits of being unraveled with less wear and tear of the teeth and claws or paws; this no doubt the vermin have discovered with that unerring instinct with which they do discover facts for themselves in the strongest way. Then being torn to pieces or otherwise disintegrated, jute further has the advantage from the vermin point of view of rolling into the softest, coziest sort of nursery or sleeping place known to them; all of which is good from their standpoint.

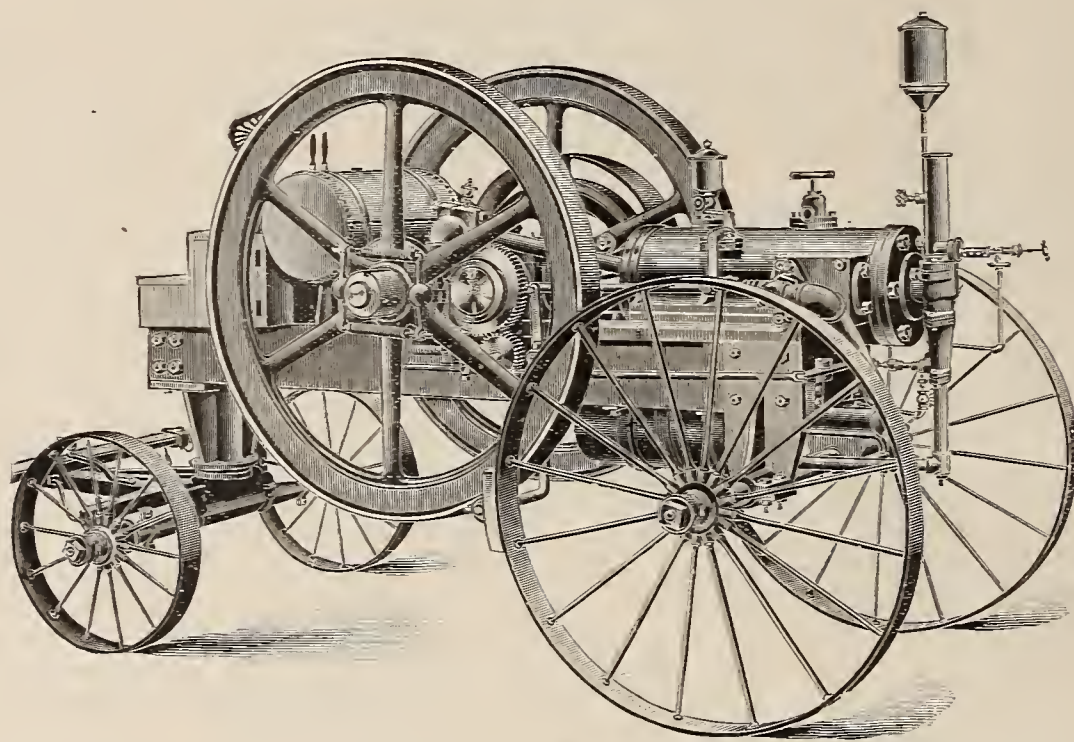
Fairly treated, the good quality hemp sack is good for well nigh a quarter of a century's steady work. Not bad this, working out as it does at less than 1½¢ (3 cents) per year per sack. Still the fact that twice the amount of first cost is incurred for hemp as against

jute sacks powerfully increases the demand for the cheaper article.

GASOLINE TRACTION AND PORTABLE ENGINES.

The extending use of gas as a motive power is shown by the number of inventions being brought out to utilize the power in both the old and new fields. The manufacturers of the Charter Gasoline Engine, the Charter Gas Engine Co. of Sterling, Ill., are making traction and portable engines which have all the features of the Charter Gasoline Engine. These features are well known, for the Charter Engine has been used for years. These engines are by no means experimental, having been used for a number of years in operating threshers, corn huskers, hay and fodder cutters, ensilage cutters, cider mills, well drills—for a hundred different purposes, in fact, and they might bring in a handsome income to their owner in a farming community.

The driving pulley of these engines is a friction clutch pulley, simply constructed and with means for taking up the wear of the clutch shoes, which are lined with hardwood. The gasoline tanks hold suffi-



THE STERLING GASOLINE PORTABLE ENGINE.

cient for over a day's consumption, and they will run all day without attention. On these engines there are no tubes to scale and burn out, no crown sheets to be replaced, and not one of them, it is said, has ever been known to explode or cause a fire. They are started easily at any time and run in all kinds of weather.

The frame of the traction engine is all iron and steel. The rear axles have roller bearings, which reduce the friction to a minimum. The platform is on springs. The friction clutch pulley, steering wheel and levers are on the right side of the engine, in easy reach of the operator. A brake pulley also is provided, and there is a small water tank on the engine frame for keeping the cylinder cool while moving short distances. For long trips and in running machines an independent tank on wheels is used. A pump attached to the engine circulates the cooling water around the cylinder. The driving wheels are wrought iron, built up, and provided with compensating gear. The No. 5½ engine has 18 actual horse power, the pulley having 180 revolutions.

The portable engine is as light and compact as is consistent with the work expected. The frame is iron and steel. It has the friction clutch pulley on the side opposite that shown in the cut, with room on the opposite end of the shaft for another, so that two machines can be run at one time. A small rotary pump circulates water through the cylinder from a water tank mounted separately. The engine is supplied by a substantial brake. It is made in five sizes with 5 to 18 horse power.

These engines are an adaptation of the Charter Gasoline Engine, using gasoline direct from the tank without manipulation or complication.

CO-OPERATIVE SELLING BY FARMERS.

Many attempts have been made at coöperation in purchases and sales by farmers. State Senator Taylor of Kansas said before a recent meeting of the Kansas State Board of Agriculture that he "was once enthusiastic in advocacy of coöperative selling by farmers. The difficulties in its way are too numerous to recite in detail. They are in the main inherent in human nature. To such combinations as have so often failed, these limitations of humanity are defects. As forming the basis upon which individual independence rests, they have great merit. If all the potato men could get together and ship and sell their product as one man, the economy would be immense. But the temptation for the head of the concern to go wrong would be too great for average human nature to stand, and the subjection of the many to the central authority would result in a manifest loss of individuality that financial gains could not reimburse. Such discipline and subjection as a successful crusade of this sort contemplates cannot be secured, as men are now constituted, in times of peace. I have known of several volunteer associations for selling potatoes. They have never lasted more than one season. The Kaw Valley

Potato Association has a different basis. It is a corporation. Its membership is limited. The parties constituting it would be called large growers. They pool their issues without friction and with decided advantages. The expense of such an organization is, however, considerable. It must do a large business or the gun will kick harder than it will shoot."

A FIELD ARGUMENT

"Hem," said the Wheat to the Potato, as it shivered in the cold, "you appear to be very comfortable covered up as you are, but you needn't make such awful eyes at me for shivering out here. Someone will take you up one of these days and warm your jacket for you, and then you will be glad to cool off a little bit."

"Don't give me any of your chaff," responded the Potato

starchily. "you're just getting to an age where someone will be coming along to put a head on you, but you won't have a grain of sense until you can grow fuzz on your upper lip."

"You ain't much, anyhow," retorted the Wheat; "it takes a Man and a Small Boy to keep the Bugs off of you, and then they have got to salivate your old Irish soul with Paris Green in order to keep your body and soul together—"

"Shut up!" interrupted the Potato, sotto voce, "you'll rust from pure cussedness, and I wouldn't be surprised to see them plow you under to get rid of you."

"This must be an Irish stew," soliloquized the crushed and flattened Wheat, as it dropped into a seething pot on the Boarding House Range.

"Hello, friend! Is that you?" gasped a sweltering Potato. "It strikes me that this is h—ll for both of us!"

Palouse warehousemen state that they invariably find a marked shortage in weighing up the amount of grain left over after the season's shipments. The receivers at the warehouses usually allow from five to ten pounds on each draft of five sacks, in order to make themselves safe on the general outcome of their houses at the season's end. Notwithstanding that, many warehousemen exceeded their usual limit of dockage, owing to the noticeable dampness of the wheat during the past season, but they are still short to a degree that, to them, is alarming, for they can see the most, if not all, of their season's revenue from their houses will have to go toward making this shortage good.—*West Coast Trade, Seattle, Wash.*

CONTROLLING LOCAL DELIVER- IES OF FREIGHT.

Our esteemed contemporary, the *Railway Review* of Chicago, sent the article published on page 426 of our May number, entitled "An Attempt to Force Grain into Central Elevators," to the traffic manager of the Illinois Central Railroad Company, who replied as follows:

I have your note with clipping from the *AMERICAN ELEVATOR AND GRAIN TRADE* in regard to a recent circular issued by our general freight agent on the matter of handling grain at Chicago station.

This circular is really in accordance with the long established practice of all roads in the city. The restrictions have been waived from time to time, on account of the elevators being full, and other causes. Our main reason for desiring grain to be handled in our own elevators is that it keeps our cars within our own control. At the present time our receipts are very large, running sometimes as high as three and four hundred cars per day. Our business is very good and we have been short of box cars daily for some time past. If we were to allow this grain to be switched and taken to other roads, our experience tells us that we would not get the cars returned for ten days, or sometimes two weeks. This would be very burdensome upon us at the present time. We see no good reason why we should be put to this inconvenience and great loss in our business, by reason of the shortage of cars that would follow, when we have ample storage room of our own, and it is made an imperative condition with our elevator people, that we are ever watchful of, that the price on our track for elevator grain must be fully as high as that offered for like grain on the tracks of other roads.

We do not restrict the handling of low grade grain which is sent to cleaning houses or other places, nor do we restrict the handling of grain to consumers such as millers, maltsters, glucose factories, etc.

Considering the facts that we have, at great expense, provided ample storage room on our own premises for all this grain; that to allow one, two or three hundred of our cars to go off our line daily to other roads, or other elevators, to be gone from ten to fourteen days, would be a great hardship to us and a detriment to the business of our grain shippers, and that we insure to the shippers as good a price on our track as is paid elsewhere, we think our position in the matter is a reasonable one. As said above, it is substantially the rule that has been in force before, not only on our line, but others, though at times, when circumstances permitted, it has been waived.

It is very absurd to assume, as does the article in the clipping, that our action in this matter is against the interests of the grain shippers along our line. Our action, on the contrary, is in the interest of these shippers, by its enabling us to better provide them with cars to market their grain at the present advantageous prices. The best proof of this is the fact that no shipper as yet has complained of our action. The interests of the shipper are ours, and we endeavor to favor them in every way we can, affording them all convenience and every facility within our power for the proper transaction of their business. It is only by such means that this company can hope for any success.

Yours truly, M. MARKHAM,
Assistant Traffic Manager.

In commenting on the merits of the case, the *Railway Review* says: There is no doubt but what the shipper has the right to direct the delivery of his property at destination, provided, of course, the designated delivery is a possible one, and also provided he pays the necessary cost attaching to such delivery. The railroad, on the other hand, has an undoubted right to the use of its cars, and may fairly object to such consignment as will place them beyond its own reach and thereby deprive it of their use without compensation.

To insist that the delivery of grain shall be confined to a single point in a city like Chicago is not only to subject the shipper to the possibility of loss, but is also in contravention of law, whether the traffic be state or interstate. As common carriers, no railroad can refuse to accept any property in proper form for transportation because it is not consigned in accordance with its wishes. It is in duty bound to receive and transport such commodities toward such designation, delivering it in turn to the proper parties in case it cannot or for any reason does not wish to complete the service. On the other hand,

the shipper cannot compel the carrier to contract for delivery to any point beyond its own line, nor can he insist that the cars of the initial carrier shall be delivered to a connecting carrier for transportation beyond such initial carrier's line. So that in case each party stands strictly upon their rights, a shipper could indeed direct delivery to any accessible place, but at a cost which would involve the expense of transfer to each and haulage by each intervening line between the initial carrier and designated delivery.

Under present conditions the matter is one in which the spirit of compromise should prevail, such compromise to be in the direction of the least cost. From this standpoint the railroad has much the best of the argument. To be obliged when needing cars to deliver its equipment to other lines for the purpose of making a delivery in which it was not interested, and through which only delay to its cars could ensue, is a hardship to which it ought not fairly to be subjected. Experience in Chicago has shown that in the case of cars set over to a connecting line for a particular local delivery never less than six days, and sometimes sixty, elapse before they are returned. It is true that if held by the consignee demurrage charges accrue, but those charges go to the line on whose tracks the cars are held instead of the owners of the cars; so that there is not only possible compensation to be gotten by the initial line out of such consignments, but, on the contrary, an actual loss is incurred.



ROW OF SPANISH GRAIN SHEDS AT BARCELONA.

The proposed systems of per diem would, if adopted, do away with much of the disinclination on the part of railroads to deliver their cars to connecting lines when consigned for local delivery other than their own tracks. But, as already stated, the difficulty is inherent in present conditions; conditions that ought never to have obtained and which at some time must be changed. Inasmuch as by commercial custom bulk grain is considered a transportable commodity carriers are under the necessity of providing means for receiving, transporting and delivering it. This is equivalent to saying that the railroads must not only own but operate elevators at both receiving and delivering points for the proper handling of such traffic. The inauguration of such a plan would put an immediate stop to all such controversies as the one under consideration. An elevator would then be a part and parcel of the station facilities of each road, and bulk grain, like other freight, would be delivered accordingly. But so long as present conditions continue to exist and elevators are operated for private gain, contentions like the one in question are likely to arise, provoked, as was probably the case in this instance, by the proprietors of elevators located on the line of other railroads.

The price of beans has recently advanced 30 to 40 cents per bushel. They will grow on any ground that will produce wheat and the yield is from 20 to 30 bushels per acre. The crop is about the same as wheat, and with wheat at 48 to 50 cents per bushel the returns are about three times better. The Michigan bean is noted for its size and brightness of color.

FOR BETTER CROP REPORTS.

The department of agriculture has begun the work of reorganizing its crop reporting service upon a plan arrived at as the result of a conference between the secretary and the statistician of the department and a committee appointed by a number of commercial bodies. Under the new plan the department is to have a correspondent in each township of every state, instead of, as under the present plan, four reporters in each county. This will cause an enlargement of the present working force, and it is expected that the department will have 50,000 township correspondents in the field. The old plan was to have three of the reporters in each county turn in their matter to the fourth, who was designated as "chief correspondent," and averaged their reports and communicated to the department. Under the new system each of the township correspondents will communicate with the department of agriculture direct. Because of the additional work these reports will entail on the office, a large increase in the clerical force of the department will have to be made. Naturally the department has experienced difficulty in getting township reporters, as they are not to receive pay. A circular has been prepared and sent to county clerks throughout the country asking them to nominate two men in each township, one of whom would be elected to serve as reporter. It will take some time, the officials say, to make the appointments, but the work thus far has progressed favorably.

Preparations have already been made for the trial of the new system. Twenty states, in which about nine-tenths of the corn and wheat of the country are raised, have been selected so far in which to try the experiments. In addition to prospective reports from its township correspondents and county reports, the department will also receive reports from state agents, which will, it is believed, insure it against errors in the future in its crop statements. It is proposed, also, to have the millers and grain elevators listed, and also the threshers of the country. When this feature is put into operation the department will at all times be aware of the entire grain and flour product in the entire country. The agricultural department will ask Congress at its next session to authorize a yearly census of farm acreage and farm products, so that an accurate statement of the farm acreage and farm products can be given each year, which cannot, it believes, be accurately given under the present system. The operations and results of the plan will be watched with interest. It is certainly a more promising one than the old one, mainly because of the widening of the statistical basis on which the system is to rest. The chances of accuracy are greater where the reports are multiplied and the unit of the statistical machine is made responsible for a smaller area.

ILLINOIS GRAIN DEALERS' ASSO- CIATION MEETING.

The tenth annual meeting of the grain dealers of Central Illinois will be held at Decatur, Wednesday, June 19, 1895.

The reports of the several committees, election of officers for the ensuing year, report of our attorney regarding shortages, and allowing storage and elevator charges to elevator owners, new business to be transacted, will make this an important meeting. We hope every member of the association will be present, and that he will urge other reputable grain dealers, who are not members, to attend this meeting.

The committee on arrangements are sparing no pains to make the banquet and band concert the most pleasant of all our social gatherings.

Business meeting at 11 o'clock A. M. and 2 o'clock P. M., banquet at 7 o'clock P. M. Respectfully,

THEO. P. BAXTER, President,
Taylorville, Ill.

B. S. TYLER, Secretary,
Decatur, Ill.



Jamestown, N. Y., may have a new brewery.

Daeufer & Co. will erect a brew house at Allentown, Pa.

It is reported that a brewery will be built at Oneida, N. Y.

A new brewery at Ellensburg, Wash., has been completed.

The Eagle Rock Brewery at Idaho Falls, Idaho, has sold out.

Robt. L. Haas will erect a new brewery at Roopesburg, Pa.

Joos & Kieffer will erect a new brewery at Sierra City, Cal.

A brewery will be erected at Chewton, Pa., for Matilda Roth.

Albert Baier will establish a brewing plant at Columbus, Cal.

John C. Seegers will build a brewing plant at Columbia, S. C.

Magnus Huber of Rock Island, Ill., will build a brewery plant.

L. H. Van Dinter is going to erect a brewery at Mishawaka, Ind.

Mingle & True have sold out their brewery at Salmon City, Idaho.

A brewery will soon be established at Front Royal, Va., by Steed & Hart.

Hendricks & Schaber have started the City Brewery at Cottonwood, Idaho.

The Uhl Brewery at Bethlehem, Pa., is undergoing extensive improvements.

P. H. Fuhrmann has succeeded Martin Markle, brewer of Shamokin, Pa.

The Bell City Brewing Company of Racine, Wis., will erect a new brewery.

Preparations are being made for the erection of a brewery at Hazelton, Pa.

A receiver has been appointed for the Williamsville (N. Y.) Brewing Company.

Joseph Spohr has bought Garner & Duborow's brewery at Mogollon, N. M.

Neidlinger & Sons of New York City will make alterations to their malt house.

Fred S. Welde has purchased C. E. Ball's brewing business at West Millcreek, Pa.

The Home Brewing Company of Chicago, Ill., is erecting a brewery at that place.

An addition will be built to the Suffolk Brewing Company's plant at Boston, Mass.

The Leavy & Britton Brewing Company will erect an ale brewery at Brooklyn, N. Y.

Charles Selbitz has sold out his brewery business at Brisbin, Pa., to Schmitt & Schwab.

Samuel A. Fortney has succeeded to Henry A. Klenzing's brewery at Chambersburg, Pa.

Receivers have been appointed for the Beveridge Brewing Company at Newburg, N. Y.

The Lone Star Brewery Company has bought the Almo Brewery at San Antonio, Texas.

Pechstein & Nagel of Keokuk, Iowa, will erect additions to their brewery, to cost \$3,000.

Frank Bros. have succeeded to Mrs. C. Frank's brewing business at Grass Valley, Cal.

The annual parliamentary return of England relating to brewing shows that over 900 breweries were closed last year, and that the number of them has

fallen from 10,000 to a little over 9,000 in twelve months.

It is reported that George Walder will erect a lager beer brewery at Egg Harbor City, N. J.

A brew house is to be built at Hancock, Mich., for the Pa. Scheuermann Brewing Company.

A receiver has been appointed for the Huntington Brewing Company at Central City, W. Va.

The M. Winter Bros. Brewing Company has succeeded M. Winter & Bros. at Pittsburg, Pa.

Wm. Buexton has purchased the brewery at Shullsburg, Wis., formerly owned by Carl Steiner.

Beadleston & Woerz are making alterations to their malt house at New York City, to cost \$3,500.

Extensive additions are being made to the plant of the Suffolk Brewing Company at Boston, Mass.

The Quinpiac Brewing Company of New Haven, Conn., will build a \$10,000 addition to its plant.

The Mullen Brewing Company has been incorporated at Chicago, with a capital stock of \$60,000.

The St. Joseph Brewing Company has succeeded the A. Nunning Brewing Company at St. Joseph, Mo.

Frank Klasi will start in the brewery business at Syracuse, N. Y., where a plant will be established.

The Union Brewing Company has been incorporated at Cleveland, Ohio, with a capital of \$100,000.

The St. Louis Brewing Company has been incorporated at Ellensburg, Wash., with a capital of \$15,000.

The Union Brewing Company of Cleveland, Ohio, has been incorporated with a capital stock of \$100,000.

The Crown Brewing Company has been incorporated at Crown Point, Ind., with a capital stock of \$100,000.

The M. K. Goetz Brewing Company has succeeded to the brewing business of M. K. Goetz at St. Joseph, Mo.

The Mendota Brewing Company has been incorporated at Mendota, Ill., with a capital stock of \$200,000.

The McKeesport Brewing Company has been incorporated at McKeesport, Pa., with a capital of \$150,000.

A receiver has been appointed for the Galland-Henning Pneumatic Malting Drum Company of Buffalo, N. Y.

The Parsons Malting Company is building another large elevator at Elmira, N. Y., in which to store grain.

Neuburger & Ritter's large brewing plant at Stevens Point, Wis., has been bought by Frank Mechalski.

The F. A. Lux Brewing Company has been incorporated at San Francisco, Cal., with a capital stock of \$50,000.

The Kewaunee Brewing Company has been incorporated at Kewaunee, Wis., with a capital stock of \$14,000.

The Jackson Brewing Company has been incorporated at San Francisco, Cal., with a capital stock of \$250,000.

Jas. J. Mullen has purchased and is now operating the Vogt & Sweeny Brewing Company's brewery at Chicago.

The Foss-Schneider Brewing Company, Cincinnati, Ohio, has been placed in the hands of a receiver. The debts are \$212,000; assets estimated at \$675,000.

Contentions in the company and cut in prices between Cincinnati and Covington brewers are given as the cause.

The Keystone Brewing Company has been organized at Dunmore, Pa., succeeding to the business of Wills & McQuade.

The Hellman Brewing Company has been organized at Waterbury, Conn., and will operate Mrs. Martin Hellman's brewery.

The John Brenner Brewing Company of Covington, Ky., will erect a mill house, malt storage and other buildings, to cost \$50,000.

Extensive improvements in buildings and equipment will be made by the George Bechtel Brewing Company of Stapleton, Staten Island, N. Y.

J. S. Leas of the Barnard & Leas Manufacturing Company of Moline, Ill., recently sold Geo. Bullen & Co. of Chicago one largest size malt cleaner.

Fred Winz's brewery at Menasha, Wis., was recently destroyed by fire at a loss of \$25,000; partially insured. It is thought to have been incendiary.

The Star Brewery at Belleville, Ill., lost one of its buildings by fire May 23, about 5,000 bushels of malt being consumed. Loss \$65,000; insurance \$39,000.

Wm. C. Caley's brewery at Wahoo, Neb., was burned recently, at an estimated loss of \$7,500, upon which there was an insurance of \$4,500. A new plant will be built.

Herman Parsons, employed in the Wisconsin Malt and Grain Company's malt house at Appleton, Wis., caught his hand in a rope recently and his thumb was torn out.

Barley malt aggregating 9,247 bushels, valued at \$5,877, was imported during the ten months ending with April, against none imported during the corresponding months of the year preceding.

Work on the large brewing and malting plant being erected at Bozeman, Mont., is being vigorously pushed. It is expected that the building will be completed and ready to begin operations by September 1.

The British Parliament is still discussing the beer question and the advisability of readjusting the tax. It is proposed, in order that home-grown barley be relieved of taxation and therefore be cultivated more extensively, to increase the duty on beer made from other substances than malt and hops.

P. Ballantyne & Son's malt house, grain elevator and ale and porter brewery at Newark, N. J., were destroyed by fire June 4. Flames were first seen in the elevator, and they ate their way through the elevator shaft to the malt house. The total loss is estimated at \$225,000; insurance \$50,000. The origin of the fire is unknown.

The Scott malt house at Lyons, N. Y., began to settle recently under the weight of 20,000 bushels of malt, and but for being promptly relieved would have received great damage. Malt houses are generally very carefully built, and it certainly pays in building one to have the services of a first-class architect and reliable contractors.

The first of the new season's barley arrived at San Francisco May 25, and was auctioned on 'Change at 70 cents per cental. It was from Dixon, Cal., and two days ahead of the best previous record, which was that of 1886, when the first consignment reached market May 27 and brought \$1.10 per cental. The demand from brewers has been for some time an unimportant feature and promises to be so for some time to come. Brewing barley is therefore slow of sale and nominal in value.

The United States grand jury, which has been investigating charges of violating the interstate commerce law, is said to have found a true bill against Berger, Renning & Co., maltsters of Fond du Lac, Wis., charging them with making false returns of the weights of carloads of malt shipped by them, and that this firm has saved in the neighborhood of \$3,000 by not reporting the correct weight of its shipments. It is alleged that Berger, Renning & Co. entered into an agreement with the Western Railroad Weighing Association by which the association was to transport

the grain and malt shipped by the firm upon the weights furnished by the shippers, and that under-billing had been practiced for some months. It is reported that other companies are involved. The reports may not be true, however, but the case is an important one. The penalty provided by law is a fine of not to exceed \$5,000 for each offense, and imprisonment at the discretion of the court.

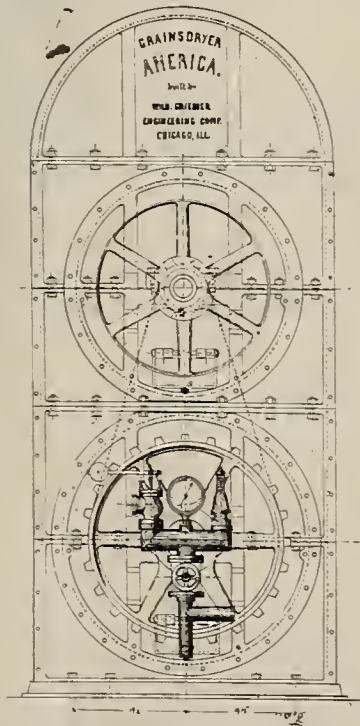
Disaster seems to be pursuing the Wisconsin Grain and Malt Co. On May 11, during a rain and wind storm, one of its grain warehouses at Appleton, Wis., where it has a large plant, collapsed with 5,000 bushels of barley, much of which was ruined. Then on June 6 two elevators were destroyed by fire. They were stored with 150,000 bushels of malt and barley, causing a loss of \$150,000, insurance \$80,000. The malt house was saved. About six months ago the company's large elevator was burned.

The recent rise in wheat calls to mind the way John Plankinton escaped being caught in a barley corner at Milwaukee some years ago. It was near the end of the month, barley was up to \$1.20, still climbing, and Plankinton was short and had to deliver. The country was scoured for barley, and finally 23,000 bushels was discovered at Ogdensburg. Only a few days remained. A steamer was chartered for \$400 and immediately loaded, and at the last hour of the last day it was delivered, John Plankinton saving \$10,000.

The National Brewers' Association met in convention at Milwaukee, June 12. The morning was consumed by the delivery of the president's address and by the reading of reports. The report of the board of trustees paid particular attention to the proposed increase in the tax on beer, and gave a history of the movement. The report of the vigilance committee reviewed the legislation of the year in the various states on the subject of prohibition. The report of the publication committee also devoted much attention to the anti-liquor traffic movement. The report of the advisory committee was devoted to a review of litigation in regard to patent devices.

A NEW GRAINS DRYER.

The grains dryer "America" was invented by Wilhelm Griesser, Engineer, and is built by the Wilhelm Griesser Engineering Company, Chicago, Ill. The first one of these new improved dryers made is now running at the Gettleman Brewery. The second one will



be put up by the C. Henning & Sons Brewery, Mendota, Ill.

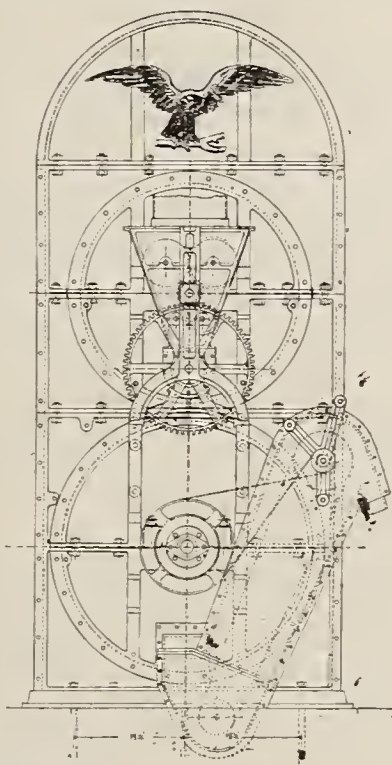
This dryer has proved to be so far an excellent machine for this purpose. All parts are made according to the requirements which long experience has shown to exist.

The grains are brought right from the mash tub or grains tank to a feed hopper and feed conveyor; the latter is made of the right size and speeded so as to carry only as much into the dryer as the machine is able to dry. The wet grains so brought into the machine pass through an open pan, having steam jackets for heating the grains; the latter is slowly forwarded by

peculiarly shaped shovels, consisting of blades or knives, which cut and forward the material at the same time, thus preventing the formation of balls of the grains. In the upper cylinder the grains are sufficiently dried. A lower pan is made similar to the upper and has a rotary cylinder formed of a series of tubes heated by steam or hot air.

The grains are run over all these tubes by each rotation of the cylinder and by coming in contact with the heated pipes are dried rapidly, and forwarded again by shovels fastened to this cylinder. When the grains are discharged at the ends they are perfectly dry, containing from 6 to 10 per cent. moisture. At this end is a small elevator which elevates the grains about 4 feet and discharges same into a conveyor for transportation to a bin. The evaporated steam is carried off by a ventilating pipe.

The Gettleman Brewery has a 3-horse power engine especially for driving these machines and the exhaust steam of the same is used in the steam jacket. Tests show that the coal required for the direct steam and the engine for power amounts in all to 1,400 pounds to dry 8,000 pounds dry mash goods. The



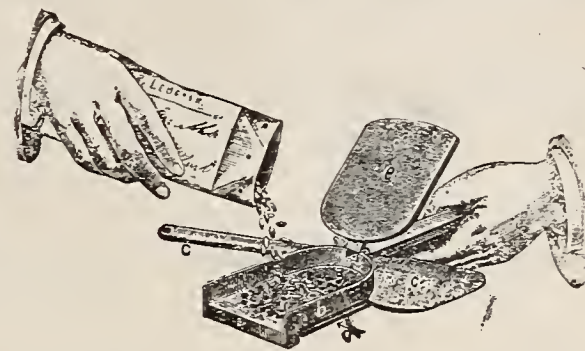
coals are slake coals. The wet grains contained about an average of 75 per cent. water.

The machine is substantially built and so constructed that any part of it can be easily replaced. It is built in different sizes, the largest having a capacity for drying 50,000 pounds dry mash goods in 24 hours.

POHL'S PATENT HANDY GRAIN TESTER.

The apparatus illustrated herewith is intended to facilitate the systematic sampling and classification of various descriptions of grain according to their peculiarities of internal structure, says *Milling and Market News*. Brewers, maltsters, millers and grain merchants need scarcely be reminded that the internal appearance of the berry affords to the practiced eye many indications of the fitness of the grain, not alone for malting, in which the test is of the greatest importance, but for other uses. Usually the eye and teeth suffice for the purpose, when millers, brewers, or merchants are examining grain on the market, a few corns bitten through furnishing the desired test; but it is a rude one. A sharp knife affords a ready means of bisecting individual grain without the section becoming obscured, as under the crushing action of the teeth; but, in either case, any attempt to determine the percentages of hard and soft grains by such methods would be extremely tedious. Moreover, any practical person is aware that with malting barleys—and the remark applies with equal force to other descriptions of grain—even with every care in picking out the berries, successive samples of 100 grains each from the same heap will give widely different percentages of vitreous, half vitreous and soft grains, so that to get percentages affording anything like a true measure of the internal characteristics of the grain the test must be several times repeated and the mean of the results taken. This, the apparatus described here is intended

to facilitate, and as this little apparatus makes sections of about 50 grains at a time on a black sliding plate (four plates are supplied with each tester), their true nature may be easily seen contrasting on the dark background by comparison with sections of other qualities on the other sliding plates. The manner of using the apparatus will be readily apparent from the illustration, which shows the grain being poured into the scoop of the tester, the lid *e* and the knife *c* being open, the black



POHL'S PATENT HANDY GRAIN TESTER.

plate *d* slipped into place as shown by the arrow. The tester is then shaken to settle the grains in position, after which the surplus grains are poured off, the lid *e* closed, and the section of each grain made by pressing the knife *c*. The plate *d* is then withdrawn by the first and second finger of the left hand, the thumb resting on the edge *b*. In this way a clean section is made, at the same height, through every one of the corns, and a few minutes' inspection, with the aid of a magnifier, if needed, will then serve to determine therein the percentages of each variety of internal structure. The experiment can be repeated again as often as desired, and the mean of the results taken as the true percentages.

CHAFF.

The bill in the Massachusetts Senate which provided for the prohibition of bucket shops failed to pass.

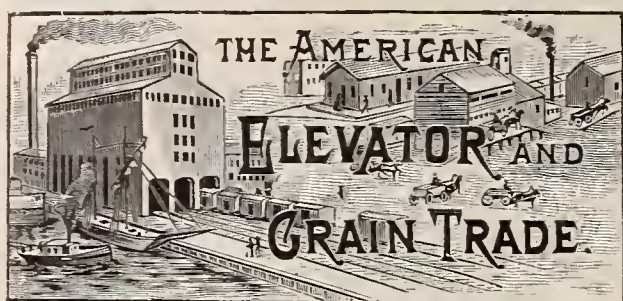
Utah has been shipping wheat to Kansas and other middle western states. There is estimated to be a considerable amount of wheat in the territory, yet the owners are holding for a still further advance in prices.

It will not be the policy of the Superior Board of Trade to be arbitrary in the enforcement of the new warehouse law, and probably no attempt will be made to enforce it before August 1, when the new crop begins to come in.—*Marine Record*.

All bonded wheat from Canada which is stored at Superior, Wis., over winter is inspected and placed in bonded bins in an elevator. The bins are then sealed in the presence of a Canadian inspector of customs, and the seals are broken in his presence when the wheat is to be shipped.

During the past winter the price of July wheat at Minneapolis has been invariably 2 cents below the price of Duluth. It has recently advanced to within half a point of the price at Duluth and the operators on the Duluth Board of Trade think that C. A. Pillsbury, the Minneapolis miller, is working a corner. The grain dealers cannot decide whether Mr. Pillsbury wants the wheat delivered or whether he is working for a speculation.

The demand for cash wheat has suddenly and mysteriously collapsed. Millers find no market for flour at home or abroad that will justify present wheat prices, and they have apparently wrapped their drapery around themselves and quietly departed. As we near the harvest time farmers are likely to sell what old wheat they have, and the new wheat this year will be very dry and can be ground, and especially if mixed with old. Just in the ratio that millers desert the markets will we be forced to an export basis of value. To reach export limits a sharp decline here or advance in Liverpool would be necessary. We are as much out of line as the cost of freight and other expenses thence. It is for dealers to decide whether Liverpool will advance or Toledo squat in price.—*Toledo Daily Market Record*.



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ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

CHICAGO, ILL., JUNE 15, 1895.

THE DECATUR MEETING OF GRAIN DEALERS.

The annual meeting of the Illinois Grain Dealers' Association, which will be held at Decatur, Wednesday, June 19, bids fair to be the largest meeting of grain dealers ever held. The association already has a membership of about 150 (it should be 1,500), and, as at previous meetings, it is expected that a large number of regular dealers who are not members will be present. Every dealer should arrange to attend. It is to the interest of every progressive dealer to get acquainted with his brother dealers, learn what is going on in the trade and lend his support and counsel to the solution of trade problems and the inauguration of trade reforms. It is a duty every dealer owes to his own business, for the success of the association and of the association's work will make individual success much easier.

As is announced in the official call of the meeting, published in this number, the association's attorney will make a report on shortages and on allowing storage and elevator charges to elevator owners. This and other important business will absorb the attention of the two business sessions of the convention. If no work is done other than the solution of one of these problems, the convention will be a grand success. The shortage evil has long been an exasperating burden upon the country shipper, and his generous toleration has prompted it to feed long at his bins, to wax fat amid the helpless. Now that the grain dealers are organized, they are no longer helpless, and they should make haste to do away with this imposition.

The elevator men who are now paying a yearly rental for ground upon which to erect with their own money a warehouse to store grain brought to market for shipment over the line from which they rent the ground know, if they

have fairly considered the matter, that they are easy dupes for the carrier. Every carrier provides a warehouse for package freight and pays a warehouseman to take care of it, but it requires its warehouseman who cares for bulk grain to pay for the privilege and board himself. His is surely a happy condition; a traffic manager would tell him that he was blessed. The grain warehouseman who supplies the warehouse to conduct the railroad's business should be paid a rebate of one cent a bushel for all grain loaded into cars from his house, and he should not be required to give over five days' storage to any shipper without charge—carriers allow but 48 hours.

If you believe grain dealers have any rights which carriers, terminal elevator men, eastern buyers and insurance men should be required to respect, attend the Decatur meeting and help to bring about a reform in these matters. The time to act is at hand.

The Western Passenger Association has granted a rate of a fare and one-third to this meeting, an official notice of which is published elsewhere. You can not afford to stay at home.

WANT PUBLIC ELEVATOR MEN TO STOP DEALING.

The wheat receivers and shippers of the different central markets which were trying to make the public elevator men stop dealing in grain stored in their own houses seem to have forgotten the good work they commenced. They are now absorbed in other things, but the miller who buys largely in central markets remembers what he has suffered from this abuse. At the recent meeting of the Winter Wheat Millers' League, which includes all the prominent millers of Michigan, Indiana, Ohio and Kentucky, the following resolution was adopted:

WHEREAS, We are unalterably opposed to the practice existing in some markets of allowing public elevator companies to deal in grain, and,

WHEREAS, The system of allowing private elevator companies to handle and mix grain and have it inspected out into public elevators is an injurious and detrimental one; therefore, be it

Resolved, That we call upon all boards of inspection and warehouses to discourage and prohibit such practices, as it is our conviction that no public elevator should be allowed to be a dealer in grain, nor should it be allowed to receive on storage any grain that has been inspected out of any elevator, whether public or private, within a distance of 25 miles of such public elevator.

The millers of the states named in the foregoing are large buyers in the Chicago market, but the wheat shippers cannot expect to hold their patronage if they ignore their wishes.

THE RICHARDS GRAIN TRANSFER PATENT.

On another page we give the text of the decision of the Supreme Court of the United States in the case of Edward S. Richards vs. The Chase Elevator Company of Chicago, appealed from the Circuit Court for the Northern district of Illinois and involving the validity of Richards' patent covering a grain transfer plant. The decision is of importance to the grain trade, as it throws open to use a method of grain weighing and transfer which had been covered by Richards' patent, No. 308,095, and which has become quite widely known.

The patent in question was not for a new device, but for a combination of several well-known elements, including an elevating apparatus, elevator hopper scales, discharge spout, etc. All of the elements being old, the question of patentability turned on the point as to whether any new result was obtained by the combination of old and well-known appliances. The court held that no such new result was obtained by the aggregation of devices claimed by the patent. It regarded the transfer of grain from cars in an elevator to a vessel alongside the elevator as exactly analogous. "So long,"

says the court, "as each element performs some old and well-known function, the result is not a patentable combination, but an aggregation of elements."

Nevertheless, the combination is one which greatly facilitates grain transfer, whether patentable or not; and now that it is open to use, plants like the one claimed in the Richards patent may come into common use. The only objection to it by the railroads, apparently, was that they had to pay for it.

OUTLOOK FOR THE ERIE.

So far this year, matters do not appear very bright for the boatmen of the Erie Canal. As stated on another page, it is reported that 300 canal boats are tied up at Buffalo, with nothing in prospect. Railroad competition has never been felt more keenly and Vanderbilt's prophecy that grass would soon grow in the bed of the canal never seemed nearer fulfillment.

The crisis of the canal is certainly near at hand when the canal will sink into disuse or become once more a chief factor in commerce. The canal is handicapped in competition with the railroads in a number of ways. Speed cannot be made on account of washing the banks, and the locks are too small for larger boats or for fleets. The fact that boatmen offer to carry cargoes for less than the railroads shows the necessity of facilities for greater speed and the carrying of larger cargoes. The state legislature has authorized a vote to be taken at the next state election as to whether \$9,000,000 shall be borrowed for improving the canal. Should the proposition carry the Erie will be enlarged and remodeled to meet the requirements of competition. Should it fail to pass the canal will cease to be a factor in grain transportation. The canal interests will make a strong and we hope a winning fight.

THE CENTAL INDORSED BY SOUTHWESTERN MILLERS.

The Southwestern Winter Wheat Millers' Association, which held its annual meeting at Kansas City Tuesday, June 11, declared in favor of the cental of 100 pounds as the standard unit of measure, by adopting the following resolution:

Resolved, That the members of the Southwestern Winter Wheat Millers' Association, believing that the cental system of weights is the best system for commercial purposes, we therefore pledge the efforts of this association in educating the people of this country in the use of this system.

The movement in favor of the establishment of the cental as a standard unit is rapidly gaining friends; in fact, no one has denied that it is to be greatly preferred as a unit of measure. Those who have declined to support the movement do so only for the asserted reason that the change would cause too much confusion. The use of the cental would so greatly simplify the office work of the grain business and make all calculations so much easier that the reduction in labor during the first month of its use would more than offset any confusion which it might cause.

It is a wonder that the men who are now waving the red flag of confusion were not scared to death when the idea of marriage or of business partnership first entered their heads. The cental is so much more convenient than the bushel that none but those who were determined to do otherwise would ever think of the confusion it might cause. After a few days' use the great majority (it would be very great) of dealers would be lost in admiration of the simplicity and convenience of the new unit. They would burn their grain tables and become ardent champions of the best unit of measure ever designed for grain.

This number contains the views of a number of gentlemen prominently identified with the grain trade, all of which should be read carefully. When any number of grain dealers get

together they should adopt resolutions declaring against the bushel and petition the nearby grain exchanges to adopt the cental as the unit of measure for all transactions in grain and seeds.

INSURANCE ON GRAIN SHIPPED BY LAKE.

As will be seen by the article of Reformer, grain shippers may soon have good reason to rejoice. Heretofore, the Chicago Board of Underwriters made a rate so high that they could afford to insure grain taken by the poorest vessel afloat at the same rate as that taken by first-class modern vessels. In other words they encourage the keeping of unseaworthy vessels in the service by discriminating against the modern steam steel vessels, which are entitled to a much lower rate than the old rotten hulls.

It seems that many abuses and irregularities have crept into the business, the correction of which will redound with profit to the shippers and owners of first-class vessels.

THE RESURRECTION OF WHEAT.

Whatever may be the course of the wheat market, up or down, in the immediate future, we take it for granted that there can be no repetition of the phenomenally low prices that ruled through most of 1893, all of 1894 and the first few months of 1895. Pessimistic views of the future and a huge visible supply were the elements that kept wheat down. Aside from these, the production of wheat had been underestimated for a series of years, so that the invisible reserve was always ready to recruit the visible supply and gorge the market. The rise of wheat is due quite as much to improved tone in the business world as to anything else, and this improved feeling will prevent its getting into the "doldrums" again, very soon. It will have its ups and downs, of course. It may go to a dollar, that long-wished-for goal, and it may go back to April prices. But that it should decline and stay down at the level of '94 prices, we think is impossible, and we are glad that it is so. All will be benefited by a higher scale of prices.

That this is the general sentiment is indicated by the fact that so many experts and professionals have lost money by the rise. When wheat got above 70, they took the bear side; but the sentiment of the country was too strong for them. Prices is largely a matter of sentiment, and the feeling the world over has been that wheat prices were too low.

DAMAGES FOR DELAYING GRAIN.

Readers will probably remember that this journal published a notice of a suit for delay of grain some time ago, in which Anson Wolcott of Wolcott, Ind., was given a judgment for heavy damages. The judgment was so reasonable that the Pennsylvania Railroad Company recently paid the full amount (\$12,532) of damages allowed for failure to furnish cars to transport the plaintiff's grain. The carrier refused to give the shipper cars to ship his grain in when the market was rising, but it will be extremely careful about doing so hereafter.

In this case the grain was delayed at initial point—the offense would not be different if it had been delayed in transit. The arbitrary way carriers have of denying cars to shippers at non-competing points when their yards at competing points are full of empties is disgraceful. They seem to think the shipper who is compelled to ship via their line has no rights they should respect. The shipper so situated is often put to his wit's ends to secure cars, and frequently he does not get them until it is too late to profit by the rise in prices.

The delay in transit is often worse than the delay at initial point. One large firm of ship-

pers claims that the interest on the money invested in the grain which they had delayed by the last blockade amounted to several thousand dollars. Other shippers suffered similarly.

The sooner shippers combine and fight for their rights the sooner will carriers be willing to treat them fairly and equitably. Ordinarily the expense of such suits is too great for a shipper to undertake it alone.

SHORTAGES.

Shortages in shipments are still the bane of the country shipper's life. They vary so in quantity as to surprise him frequently, and for a time he will ship to some other market if one is convenient, or he will try to have his grain unloaded into some other house. The shortages abuse seems to be one of the permanent burdens of the trade. It might be greatly reduced by having public weighmen in storage and transfer elevators, but it will never be eradicated, or at least until better facilities are provided for transporting it and for weighing it at each end.

As long as old, worn-out, poorly-coopered cars are used, shortages will occur, regardless of petty thieves, poor scales and poor weighmen. As long as the terminal elevator man knows the country elevator man has no facilities for weighing out grain he will be sorely tempted to dock each shipment for a large future shrinkage. The docking may be expected to increase as the complaints and kicks decrease. Every investigation, every complaint will help to make the dockers more cautious.

REFUSING TO SWITCH GRAIN.

The traffic manager of the Illinois Central Railroad, whose letter is published in this number, attempts to excuse the illegal action of that road in refusing to switch grain to elevators off its line by saying that it needs the cars, and if they are switched to other Chicago elevators it cannot get them for 10 to 14 days. In other words the Illinois Central feels that it is imposed upon by the other carriers of Chicago and in order to ease its feelings it proposes to kick the members of the grain trade just as it pleases.

If the Illinois Central desires to keep its grain cars moving it will have to make some equitable arrangement with the carriers to which it is requested to switch its cars for their prompt return, or give free storage to shippers for a reasonable period after day of arrival in its own warehouse as was originally intended it should do. It might provide a good transfer elevator and transfer the grain to the cars of the road over which it was desired to send the grain, then it could also get a reliable weight for billing. At present much of the grain received over its line is transferred to cars of Eastern roads by shovels, and on the level, too, just like it was transferred 40 years ago.

Mr. Traffic Manager says: "The interests of the shippers are ours." True, but the Illinois Central, while acknowledging that fact, insists upon narrowing the shipper's market because it has not faith in its own ability to get back its cars within a reasonable time. However, the road will give in and ship grain as ordered when the owner stands for his rights, as did Murry Nelson recently.

Being petitioned by the Chicago Receivers' and Shippers' Association, the Illinois Railroad and Warehouse Commission investigated the order with the result that a new order has just been issued, which reads as follows: "Agents will not accept grain, or issue receipts or bills of lading, or make waybills for grain for delivery at any place on tracks of other lines or to any particular elevator, storehouse, or clearing-house in Chicago, but will simply waybill to Chicago and show Chicago only as a destination."

Some of the road's officials claim that the last

order does not cancel the old order, but that does not matter; the road will be compelled to switch cars as the owner desires. The law specially provides that he shall have this right and he should demand it.

Iowa railroads have asked that the minimum tonnage for carload lots be increased from 20,000 to 24,000 pounds, and the State Railroad Commission will grant a hearing on this subject June 18, at Des Moines.

Tips on the government crop report are rather unsatisfactory to play on the board. The "tip" on the June report was about as nearly correct as it has ever been, but those who had the tip lost money, for they did not and could not foresee how the public would construe the report. The so-called tip from Washington is getting to be a good deal of a Jonah.

THE quantity of wheat in cars received at Minneapolis recently varied so much during the May fluctuations that millers and elevator men on that market quit buying by the car and now buy by the bushel only. When the market advanced above the price bought at their cars arrived with little grain, but when the market went down the cars were heavily loaded. When grain is bought by the carload the amount should be stated by hundredweight and the shipper allowed 2 per cent. either way.

As usual, there is a wide variety in the estimates of the probable yield of wheat, taking the government report of condition as a basis. The figures ran all the way from 370,000,000 to 450,000,000 bushels. The former estimate is based on an indicated yield of winter wheat, on June 1, of 233,000,000, with 10 per cent. deducted for damage since that date. The spring wheat yield is figured on a basis of 11,307,000 acres, with a yield of 160,000,000 bushels, or 14 bushels and a fraction per acre. Many people are inclined to add to the estimates on general principles, having in view the underestimates of previous years.

COMMISSION merchants will find a few pointers on how to increase their business, on page 444. Prompt returns, courteous replies and fair treatment have much to do with securing new and retaining old customers, but unless the commission man is a hustler and can secure good prices for good products, he cannot expect to retain the trade of any shipper. Although a few country shippers may be asleep part of the time, very few of them are all the time, and they frequently ship grain of the same lot to different receivers on the same day, just to compare the receivers' work. A poor plan, but it is often followed.

ACCORDING to the report of the Bureau of Statistics, breadstuffs to the value of \$11,809,697 were exported in May, against a valuation of \$10,764,933 in May, 1894; and in the eleven months ending with May exportations were valued at \$101,144,578, against \$153,810,810 in the same time in 1894. The exports of grain in May, compared with those of the same month of the preceding year, were: Wheat, 6,862,216, against 5,891,707 bushels; corn, 4,152,647, against 3,690,854 bushels; oats, 64,183, against 47,419 bushels; barley, 142,785, against 26,708 bushels; and the exports in the eleven months ending May, compared with the same time in 1894, were: Wheat, 71,297,694, against 84,508,268 bushels; corn, 22,422,981, against 60,693,412 bushels; oats, 504,383, against 5,629,749 bushels; barley, 1,560,694, against 4,733,462; rye, 8,879, against 230,658 bushels. In the eleven months ending May, 13,870,322, against 15,342,033 barrels of wheat flour were exported; 18,305,337, against 8,569,799 pounds of oatmeal, and 197,174, against 260,804 barrels of cornmeal exported in the same time in 1894.

EDITORIAL MENTION

COOPER well your cars.

GRAIN dealers should organize a national association.

SEND us reports of the acreage and condition of the grain growing in your district.

IT is supposed the elevator people want to see July wheat lower, for obvious reasons.

EVERY regular grain dealer should attend the meeting of grain dealers at Decatur, Ill., June 19.

JOIN the Illinois Grain Dealers' Association, help along the good work and get acquainted with your brother dealers.

FROM present prospects the grain dealers in all parts of the country will enjoy a good business during the next crop year.

ACCORDING to government figures, the yield of oats will be 728,000,000 bushels, figuring the acreage at 27,887,000 and the yield at 26.13.

YOU will not experience any trouble in taking the wrapper off this journal if you will pull the string. It will save the paper's cover and your fingers.

AND we are going to have better government crop reports. Let each and every grain dealer send a letter of thanks to the Secretary of Agriculture.

ONE of the largest European grain firms is authority for the statement that there is very little corn in Roumania, Bulgaria, Russia and Turkey.

ELEVATOR men who put in a feed mill last year found it a very profitable investment, and many others will add this branch of the business this year.

NEW YORK, with its enormous outgoing tonnage, seems to be losing its hold on the export grain trade, while Newport News is getting more and more.

THE Western Passenger Association has granted a fare and one-third to the Decatur meeting of grain dealers. Apply for the reduced rate when buying ticket.

THE Cincinnati Grain and Hay Receivers' Association is still doing effective work in the interest of its members. The trade is sorely in need of more active associations.

NOT many of the country elevator men have put in hay presses this year, but with the large crop prospective, it would seem that they should get a gratifying return from such an investment.

GRAIN shippers will be gratified to learn that the National Association of Local Freight Agents, which held its annual convention recently, recommended the adoption of a uniform classification.

THE government crop reports are to be improved. Would that the improving business would become contagious among the trifling sheets which now make blind guesses without collecting any field reports. The Associated

Press seems to be perfectly willing to send out anything which has crop report stamped on it. The value of the reports seems to be a thing unworthy of consideration.

THE Cincinnati *Price Current*, with its usual enterprise, has issued a Statistical Annual for 1895, which is full of valuable statistics regarding grain, provisions and live stock for the year ending March 1.

THE American Seed Trade Association held its thirteenth annual meeting at Detroit, June 12. This is the association which has the thanks of the trade for securing the adoption of the cental as a standard unit of measure.

THE sports who desire "quick action" have found the wheat pit almost as satisfactory as faro of late. Fluctuations of from two to five cents in half an hour ought to be satisfactory to the most jaded appetite for excitement.

THERE is considerable speculation as to what conditions will be imposed on the Chicago grain elevator proprietors by the directors of the board. The year is up July 1, and new bonds must be filed by the public elevator proprietors.

IF the Northwestern crop conditions are not changed, the wheat dealers of that district will be in clover until the next crop of winter wheat is harvested, as many of the winter wheat millers will ship wheat from the Northwest to supply their mills.

THE drouth and frost have made trouble this year in many sections, but it is something to rejoice over that Nebraska and some other sections that suffered so severely last year are all right up to date. A repetition of last year's calamity would be disastrous indeed.

A DOZEN estimates of the wheat crop have been given to the public by as many different kinds of crop report manufacturing concerns. They range all the way from 400,000,000 to 511,000,000 bushels. The next sheet to get out a report may make it a compromise between the extremes.

THE annual excursion of the Ohio Grain Dealers' Association was a grand success, as usual. Although the principal purpose of this association seems to be the advancement of sociability among members of the grain trade, its work is found to be profitable enough to warrant dealers in giving it hearty support.

SOMETHING of a falling off in the demand for milling wheat is reported. This, of course, is due to the expectation of the coming in of the new crop in a couple of weeks. After the millers commence supplying themselves from sources near home, the foreign demand will cut more of a figure as a market factor than it has been doing of late.

THE advance in the price of wheat stored in the Chicago elevators sent the owners scrambling to the insurance offices for more insurance. Some experienced difficulty in obtaining enough to give them fair protection, which shows there is a chance for a good mutual to secure some business on grain as well as on elevator property in Chicago.

HUNTLEY MANUFACTURING COMPANY, Silver Creek, N. Y., has issued a very neat and tasteful pamphlet on the general subject of grain cleaning and with special reference to the work of the Monitor Separator. In its 36 handsome and well printed pages the argument for the Monitor is concisely presented and reinforced by testimonials from millers, elevator owners, mill and elevator builders. It is one of the neatest bits of trade literature we have seen, and the

compiler knew how to make his points in a telling way. Any miller, elevator owner, or anyone else at all interested in grain cleaning can obtain a copy of this pamphlet by making request of the Huntley Manufacturing Company as above.

ELEVATOR men should take every precaution against fire from locomotive sparks. A wire screen of small mesh covering the entire window will serve the purpose of keeping out birds as well as sparks. As a good many stones together with small boys are found on the tracks, the screens will protect the windows from being accidentally broken.

GRAIN dealers and country elevator men ought to deal in feed. Many dealers lost a handsome balance last year by neglecting to do so. In this line a few additional machines may be added with profit. Grain dealers who will handle flaxseed oil cake and cottonseed oil cake will secure a good profit for a small amount of money invested and without much inconvenience.

THAT apathetic organization known as the Chicago Receivers and Shippers' Association should wake up and do something to advance the interests of its members and the trade generally, or else die and make way for an organization that might prove worthy of the name. Chicago needs a public weighman in every public elevator, and the association has the power to get them placed there.

SHIPPERS and receivers have not yet made a stand for their rights in the demurrage charge. It is always admitted by fair-minded persons that the charge for delay should be reciprocal or else be abolished. The property rights of the carrier are no more sacred than of the shipper and receiver. If shippers or receivers pay for delaying the property of the carrier beyond 48 hours, the carrier should pay for the delay of the shippers' property.

THERE is no good reason why bill of lading rates should not be binding upon the carrier. Equity and justice do not permit that the error of either party to a contract shall be corrected to the loss of the other party to the contract. If anyone suffers through error, it should be the party which commits it. This quoting of low rates to induce shipments and then charging full tariff when the freight has arrived at destination, should be stopped.

WE are pained to learn of the death of Paul Ulrich, son of E. R. Ulrich of Springfield, Ill. He died at the residence of his father on the evening of June 7, in his twenty-second year. He was born in Springfield, and though never robust, his condition was not serious until the advent of his last illness, which was an affection of the heart and which, the physician announced, might prove fatal. His father, one of the best known grain merchants of the West, and other members of his family, have the sympathy of a wide circle of friends in this bereavement.

E. H. PEASE MANUFACTURING COMPANY of Racine, Wis., has issued its new general catalogue, No. 6, and commenced its distribution among the grain handlers of the country. It makes a book of over 200 pages, and contains several hundred illustrations of machines and appliances used in mills, elevators, malt houses, etc. In its general arrangement and appearance it is very creditable to the company, while its scope makes it one of the most complete general catalogues ever sent out to the grain trade. In addition to the strictly business features of the catalogue, a number of useful tables are appended, with other information important for all establishments using power. The whole is supplied with a general as well as an alphabetical

index. It is a model catalogue of the kind and grain dealers and others will find it convenient for reference. Copies can be obtained by addressing the company as above.

WHERE is the old-time elevator builder? he who was satisfied if he got one contract a year and fulfilled it the next? He believes he is still in business, though he keeps that a secret. Neither the old-time elevator builder, his business nor his profits are much in evidence nowadays. He is superseded by enterprising, energetic firms who know what competition is, who understand how to keep their names before the trade, and who get the business of the old-time builder.

THE UNION IRON WORKS, Decatur, Ill., has issued a neat catalogue of nearly a hundred pages with a handsomely embossed cover, devoted to its "Western" Shellers and machinery and general mill and elevator supplies and machines. The "Western" Shellers and machines are widely and favorably known and this handsome catalogue does them justice in the way of illustration and explanation. A copy of this catalogue can be obtained by dropping a line to the Union Iron Works.

SOME time ago a petition was drawn up and circulated among members of the Chicago Board of Trade praying the Railroad and Warehouse Commission to make compulsory the statement, in inspection certificates of grain in public warehouses in Chicago, the crop year in which the grain was grown. The petition requested the enforcement of this order July 1. What has become of the petition? A good many grain men are curious to know how the age of the grain is to be determined.

THE S. HOWES COMPANY, Silver Creek, N. Y., has issued a very neat and attractive catalogue of its widely known Eureka Grain Cleaning Machinery. It is very full and yet compact, containing illustrations and descriptions of each of the machines comprising its well-known line. It is the purpose of the S. Howes Company to place a copy of its catalogue in the hands of every user of cleaning machinery; and if the reader has not received one the company will be pleased to send a copy on request.

AN effort is being made by Kinney & Emery of Kansas City to start a fire insurance company to be known as the Millers' Individual Underwriters, for insuring mill and elevator property on the original Lloyd plan, i. e., each policy will be signed by every member of the company. The name of the company may be changed to the Millers' and Elevator Owners' Individual Underwriters. In view of the fact that there is no mutual fire insurance company which makes a special effort to secure the business of the elevator men it would seem that this would prove a very shrewd move. There are about 20,000 grain elevators in this country, yet the elevator men are able to place a very small proportion of their insurance with a mutual company, and a majority of them would gladly give a conservative, well-managed mutual company a part of their business.

A LOCAL paper makes some comments on the methods of Senator Fair and those of Mr. Armour, suggested by the sale of Fair's enormous holdings of wheat. The Senator's wheat cost him \$50,000 a month for storage, while Armour built an additional elevator, working day and night to complete it. And it remarks that Joseph's preparation for the prophesied famine would have bankrupted the Egyptian treasury had the surplus of the seven years of plenty been stored in hired elevators. Perhaps; but the Pharaohs would have confiscated the elevators. But how did the ancients store their grain, anyhow? And how would it be possible to store away grain for a series of years without danger

of spoiling? A good many people believe that the Egyptians stored their grain in rock cavities, sealed up and made airtight. The Mayas of Yucatan dug cistern-like cavities which evidently were not cisterns, with a single opening at the top about large enough to permit a man to lower himself. The use of these caverns has always been a matter of conjecture; but the most plausible suggestion by far is that they were used to store corn from the dangers that threaten it in such a climate. Whether there were public elevators or private cleaning houses, history saith not; neither does it intimate whether the Board of Trade of Mayapan ever had a war with the proprietors.

SNARES FOR BUYERS.

Buyers who purchase grain direct from the producers should be very careful in buying from strangers, as the grain of farm renters is often incumbered by a lien for rent or a chattel mortgage. Sometimes the would-be seller has no title to the grain, he having raised it in a night in the barn or field of some slumbering neighbor. There are other farmers who are so careless when loading grain for market that old iron, stones and wood get mixed with the grain. This foreign matter makes the load heavier, and sometimes it gets caught in the elevator leg and strips off the elevator cups, much to the despair of the elevator man.

The crop lien laws of some states seem to have been designed specially for the purpose of compelling the grain dealer to pay twice for some of the grain he buys, and often he has to pay the tenant's rent to the landlord after paying the tenant full price for his grain. One or two states, notably Minnesota, make some attempt to protect the regular grain dealer from the wiles of the dishonest farm renter, and other states would do likewise if the dealers would organize and work for the enactment of such laws. In Jones on Liens three states are given credit with the following:

ILLINOIS.—Lien Upon Crops. Every landlord shall have a lien upon the crops grown or growing upon the demised premises for the rent thereof, whether the same is payable wholly or in part in money, or specific articles of property, or products of the premises, or labor, and also for the faithful performance of the terms of the lease. Such lien shall continue for the period of six months after the expiration of the term for which the premises were demised.

In all cases where the demised premises shall be sublet, or the lease is assigned, the landlord shall have the same right to enforce his lien against the sublessee or assignee that he has against the tenant to whom the premises were demised.

If the tenant abandons the premises, the landlord may seize any grain or crops growing upon the premises, whether the rent be due or not. He may harvest or gather the crops and sell the same, and apply the proceeds to the payment of his expenses and the rent. The tenant may redeem at any time before sale by tendering the rent due, and the expenses of cultivation and harvesting.

If any tenant shall, without the consent of his landlord, sell and remove, or permit to be removed, or be about to sell and remove, or permit to be removed, from the demised premises, such part or portion of the crops raised thereon as shall endanger the lien of the landlord upon such crops for the rent agreed to be paid, it shall and may be lawful for the landlord to institute proceedings by distress before the rent is due, as is now provided by law in case of the removal of the tenant from the demised premises; and thereafter the proceedings shall be conducted in the same manner as is now provided by law in ordinary cases of distress where the rent is due and unpaid.

INDIANA.—In all cases where a tenant agrees to pay, as rent, a part of the crops raised on the leased premises, or rent in kind, or a cash rent, the landlord shall have a lien on the crops raised under such contract for the payment of such rent; which lien, if the tenant refuse or neglect to pay or deliver to the landlord such rent when due, may be enforced by sale of such crop, in the same manner as the lien of a chattel mortgage containing a power to sell; provided, that nothing herein contained shall prohibit the tenant,

after notice in writing to the landlord or his agent, from removing from such leased premises his own part of such growing crop, and no more than such part, and from also disposing of the same whenever the rent is to be paid in part of the crop raised; but in other cases he may remove not more than one-half of the crop growing or matured.

KENTUCKY.—Lien for Rent. A landlord shall have a superior lien on the produce of the farm or premises rented, on the fixtures, on the household furniture, and other personal property of the tenant, or under-tenant, owned by him, after possession is taken under the lease; but such lien shall not be for more than one year's rent due or to become due, nor for any rent which has been due for more than one hundred and twenty days. But if any such property be removed openly from the leased premises, and without fraudulent intent, and not returned, the lien of the landlord shall be lost as to it, unless the same be asserted by proper procedure within fifteen days from removal.

Trade Notes.

When a tradesman is forced to assign
There's a cause for such business declin,
And the reason, we think,
Often means printers' ink
Was not in the poor fellow's sign!

The reputation for truthful advertising is the soundest commercial character.

If you are sure you have an article that deserves to sell well, do not hesitate to advertise it well.

D. M. Gilmore & Co. have succeeded to the elevator and machinery supply house of D. M. Gilmore, trustee, Minneapolis, Minn.

A new electrical wheat dryer has been invented, which has the form of a wooden box containing electrically heated plates with a blower attached.

The Robert Aitchison Perforated Metal Company of Chicago recently shipped a large order to Australia. The firm reports a number of good orders from the Central and Northwestern states.

The E. H. Pease Manufacturing Company made a shipment recently of five carloads of grain cleaning machinery to Europe. The company also shipped recently 12 grain cleaners to New Zealand.

The Charter Gas Engine Company, Sterling, Ill., has issued a sheet of testimonials, all from the grain trade, and comprising seventy or more letters from users of the "Charter." From the start the Charter has been a favorite in this field.

The Burlington Boiler, Engine and Iron Works of Burlington, Iowa, has been incorporated, with a capital stock of \$100,000, as an adjunct to the Murray Iron Works. The incorporators are George H. Higbee, A. L. Perkins and F. A. Millard.

G. W. Crane & Co. of Minneapolis, Minn., have removed from 724, 726 and 728 South Fourth street to 239 and 241 Fourth avenue South, near the Chamber of Commerce. The company's new quarters are well adapted for handling its large business, and the firm will be pleased to welcome here all old and new friends.

Grain dealers and farmers of California are complaining of high prices of bags. They expected that the large factory operated by the board of prison directors at San Quentin would supply their needs at a cheap price, but, from alleged mismanagement of the prison officials, bags can be imported at a cheaper price than at which they can be manufactured. Large buyers threaten to bring the matter officially before the governor of the state.

In the advertisement of the S. Howes Co. of Silver Creek, N. Y., in this issue, is published a *fac simile* letter from the Victoria Elevator Company of Minneapolis, who have two No. 8 Eureka Warehouse and Elevator Separators in use in their terminal elevator. Testimonial letters from users of machines are common, but this one is given after using the machines for five years, which is certainly long enough to learn all about the machines and to discover whether they had any latent weakness. Five years' satisfactory trial is very competent testimony.

RANGE OF PRICES AT CHICAGO.

The daily range of prices for cash grain at Chicago since May 15 has been as follows:

May.	NO. 2 RED W. WHEAT.		NO. 2 SPG. WHEAT.		NO. 2 CORN.		NO. 2 OATS.		NO. 2 RYE.		NO. 2 BARLEY.		NO. 1 FLAX SEED.	
	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.	Low.	High.
15	65 1/4	65 1/4	65 1/4	65 1/4	50 1/4	51 1/4	28 1/4	28 1/4	65	65	50	50	148	148
16	66 1/4	66 1/4	66 1/4	66 1/4	51 1/4	51 1/4	28 1/4	28 1/4	67	67	51	51	149 1/2	149 1/2
17	68 1/4	69 1/4	68 1/4	69 1/4	50 1/4	51 1/4	28 1/4	28 1/4	67	67	51	51	148 1/2	148 1/2
18	72 1/4	75 1/4	72 1/4	75 1/4	50 1/4	51 1/4	28 1/4	28 1/4	67	67	50 1/2	51	148	148
19														
20	73 1/4	73 1/4	73 1/4	73 1/4	53 1/4	54 1/4	29 1/4	29 1/4	66 1/2	66 1/2	50 1/2	51	147 1/2	148
21	73 1/4	73 1/4	73 1/4	73 1/4	52 1/4	53 1/4	28 1/4	29 1/4	66 1/2	66 1/2	50 1/2	51 1/2	147 1/2	147 1/2
22	75 1/4	75 1/4	75 1/4	75 1/4	53 1/4	54 1/4	29 1/4	29 1/4	66 1/2	66 1/2	50 1/2	51 1/2	147 1/2	148
23	77 1/4	80 1/4	77 1/4	80 1/4	54 1/4	55 1/4	30 1/4	30 1/4	67	68	50 1/2	51 1/2	147 1/2	148
24	78 1/4	79 1/4	78 1/4	79 1/4	53 1/4	54 1/4	29 1/4	30 1/4	66 1/2	67	51	51	148 1/2	148 1/2
25	78 1/4	79 1/4	78 1/4	79 1/4	52 1/4	53 1/4	29 1/4	29 1/4	67	67	51	51	148 1/2	149
26														
27	78 1/4	81 1/4	78 1/4	81 1/4	52 1/4	53 1/4	29 1/4	29 1/4	66 1/2	66 1/2	51	51	148 1/2	149
28	78 1/4	80 1/4	78 1/4	80 1/4	52 1/4	53 1/4	29 1/4	30 1/4	66	66	51	51	149	149
29	79 1/4	81 1/4	80 1/4	82 1/4	52 1/4	54 1/4	30 1/4	31 1/4	66	66 1/2	51	51	151	151 1/2
30*														
31	78 1/4	79 1/4	78 1/4	79 1/4	51 1/4	52 1/4	29 1/4	29 1/4	66	66 1/2	51	52	151	151
1	77 1/4	78 1/4	77 1/4	78 1/4	51 1/4	51 1/4	29 1/4	29 1/4	66	66	52	52	148 1/2	148 1/2
2														
3	75 1/4	77 1/4	75 1/4	77 1/4	50 1/4	51 1/4	29 1/4	29 1/4	66	66			147	147
4	76 1/4	77 1/4	76 1/4	77 1/4	50 1/4	51 1/4	29 1/4	30 1/4	65 1/2	66	52	52	148 1/2	148 1/2
5	76 1/4	77 1/4	76 1/4	77 1/4	49 1/4	50 1/4	29 1/4	29 1/4	65 1/2	66			149	149
6	78 1/4	79 1/4	78 1/4	79 1/4	51 1/4	52 1/4	30 1/4	30 1/4					148 1/2	148 1/2
7	79 1/4	80 1/4	79 1/4	80 1/4	52 1/4	53 1/4	30 1/4	31 1/4	67	67			148	148
8	79 1/4	81 1/4	79 1/4	81 1/4	52 1/4	53 1/4	30 1/4	31 1/4	70	70			147	147
9														
10	79 1/4	80 1/4	79 1/4	80 1/4	51 1/4	52 1/4	31 1/4	31 1/4	70	70			148	148
11	80 1/4	81 1/4	80 1/4	81 1/4	51 1/4	52 1/4	30 1/4	31 1/4	70 1/2	70 1/2			148	148
12	79 1/4	80 1/4	79 1/4	80 1/4	50 1/4	50 1/4	29 1/4	30 1/4	68	68			149 1/2	149 1/2
13	76 1/4	79 1/4	76 1/4	79 1/4	50 1/4	51 1/4	29 1/4	29 1/4	66	66	53 1/2	53 1/2	150	150
14	76 1/4	79 1/4	76 1/4	79 1/4	50 1/4	51 1/4	29 1/4	29 1/4	68 1/2	68 1/2			151	151
15														

*Holiday. † Free on board or switched. ‡ On Track.

For the week ending May 18 Prime Contract Timothy sold at \$5.00 a cental; Prime Contract Clover Seed at \$9.20; Hungarian at \$1.25@1.65; German millet at \$1.65@2.25; buckwheat at \$0.75@1.10 per 100 pounds. Receipts of hay for the week were 3,581 tons against 4,377 tons the previous week. Shipments were 192 tons, against 235 tons for the previous week. The demand for timothy hay was quite good. Arrivals only moderate and a firm feeling prevailed, though no advance in prices was established.

For the week ending May 25 Prime Contract Timothy sold at \$5.00 per cental; Prime Contract Clover Seed at \$9.20@9.25; Hungarian at \$1.25@1.50; German millet at \$1.65@2.25; buckwheat at \$0.75@1.10 per 100 pounds. The receipts of hay for the week were 3,875 tons; shipments, 132 tons. A rather dull and dragging market was experienced throughout the week. The arrivals were liberal and the local demand was only moderate, dealers taking hold sparingly. Shipping trade almost entirely neglected. The crop prospects continued favorable. Prices for timothy hay exhibited no particular change, and upland prairie declined 25@50 cents per ton.

For the week ending June 1 Prime Contract Timothy sold at \$5.00 per cental; Prime Contract Clover Seed at \$9.25; Hungarian at \$1.25@1.50; German millet at \$1.65@2.25; buckwheat at \$0.90@1.25 per 100 pounds. Receipts of hay for the week were 4,299 tons; shipments, 144 tons. The market continued to rule very dull. The arrivals were heavy and showed an increase over the previous week. Only a moderate local inquiry existed, with scarcely anything doing on shipping account. A large portion of the receipts consisted of poor and medium grades. Prices declined 25@50 cents per ton. Sales of choice timothy ranged at \$10.00@10.75; No. 1, \$9.50@10.25; No. 2, \$8.50@9.50; mixed, \$8.50; not graded, \$8.00@9.75; Illinois Upland Prairie, \$8.00@8.50; Indiana, \$7.25@9.50; Kansas, \$10.00@11.00; Iowa, \$7.00@8.00 for poor, \$8.50@10.50 for good to fancy; packing hay, \$5.00. Wheat straw sold at \$3.50@3.75, and rye straw at \$5.00@5.50.

For the week ending June 8 Prime Contract Timothy sold at \$5.00@5.25 per cental; Prime Contract Clover Seed at \$9.25@9.50; Hungarian at \$1.25@1.60; German millet at \$1.65@2.50; buckwheat at \$1.00@1.25 per 100 pounds. The receipts of hay for the week were 3,773 tons; shipments, 263 tons. The market ruled rather quiet during the early part of the week. Arrivals only moderate and the inquiry was restricted. Later, the receipts became very small, and although the demand did not improve much a firm feeling prevailed, and prices advanced 25@50 cents per ton. Buyers were taking hold sparingly, being slow to follow the advance. The crop prospects were not so favorable, the dry weather, it is said, having curtailed the yield. Sales of choice timothy ranged at \$10.25@11.00; No. 1, \$10.00@10.50; No. 2, \$9.00@9.50; mixed, \$9.00; not graded, \$7.25@9.50; Illinois Upland Prairie, \$8.00; Indiana, \$7.00@9.00; Kansas, \$9.75@11.00 for fair to fancy; Wisconsin, \$8.50; Iowa, \$8.00@10.50 for fair to fancy. Wheat straw sold at \$3.50, oat straw at \$3.50, and rye straw at \$5.00@5.50.

A traveler tells of a statue of a god which he saw at Bamain, near the Russian frontier. This particular statue was one of a score, but was the giant of the lot, being 173 feet in height and large in proportion. It was used as a storehouse for grain, and at that time contained over 2,000 bushels.

RECEIPTS AND SHIPMENTS AT CHICAGO.

The following table, compiled by George F. Stone, secretary of the Board of Trade, shows the receipts and shipments at Chicago during May, 1895 and 1894, of seeds, hay and broom corn:

Repts.	Timothy, lbs.	Clover, lbs.	Other grass seeds, lbs.	Flaxseed, bu.	Broom corn, lbs.	Hay, tons.
1895 ..	563,005	24,286	792,161	97,354	127,600	18,119
1894 ..	401,580	52,247	356,654	58,660	692,000	22,259
Shipments.						
1895 ..	1,038,879	206,743	574,288	29,083	210,376	793
1894 ..	206,868	304,323	1,034,814	60,370	312,215	3,014

RECEIPTS AND SHIPMENTS AT MINNEAPOLIS.

The receipts and shipments of grain and hay at Minneapolis, Minn., during the 4 weeks ending June 1, as compared with the same period of the preceding year, were, according to G. D. Rogers, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	2,305,630	2,949,760	386,600	423,580
Corn, bushels.....	130,040	310,910	22,310	235,050
Oats, bushels.....	418,590	295,450	306,600	124,620
Barley, bushels.....	5,860	5,910	12,760	3,920
Rye, bushels.....	7,000	8,660	8,180	980
Flaxseed, bushels....	6,830	8,900	13,910	12,180
Hay, tons.....	2,024	2,721	38	40
Flour, barrels.....	8,502	13,924	776,179	767,248

RECEIPTS AND SHIPMENTS AT DULUTH.

The receipts and shipments of grain and hay at Duluth, Minn., during the 4 weeks ending June 1, as compared with the same period of the preceding year, were, according to Frank E. Wyman, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels...	1,568,048	526,720	3,918,890	2,746,791
Corn, bushels....		33,452		155,142
Oats, bushels....	65,042	40,255	409,505	6,679
Barley, bushels...	2,816		59,909	
Rye, bushels....	111	1,549	27,037	10,000
Flaxseed, bushels...			425	
Flour, barrels....	591,972	742,045	945,640	1,010,269
Flour, produced.*	313,618	274,386		

*Duluth and Superior.

RECEIPTS AND SHIPMENTS AT MILWAUKEE.

The receipts and shipments of grain and hay at Milwaukee, Wis., during the 4 weeks ending June 1, as compared with the same period of the preceding year, were, according to Wm. J. Langson, secretary of the Chamber of Commerce, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels....	621,285	680,344	83,350	24,317
Corn, bushels.....	100,750	145,600	2,750	25,550
Oats, bushels....	1,205,000	1,026,000	789,150	631,970
Barley, bushels....	195,200	168,840	7,200	33,600
Rye, bushels.....	65,410	61,285	32,289	22,185
Grass seed, pounds.	7,600	6,170	6,693	14,135
Flaxseed, bushels...	1,740	1,695		580
Broom corn, lbs....				
Hay, tons.....	1,129	864	46	100
Flour, barrels.....	162,450	193,650	238,655	252,256

RECEIPTS AND SHIPMENTS AT ST. LOUIS.

The receipts and shipments of grain and hay at St. Louis, Mo., during the month ending May 31, as compared with the same period of the preceding year, were, according to Geo. H. Morgan, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	754,150	110,500	1,380,362	205,657
Corn, bushels.....	417,000	3,028,200	376,169	2,078,164
Oats, bushels.....	688,600	1,003,200	145,261	267,766
Barley, bushels.....	15,000	12,000	756	
Rye, bushels.....	2,100	7,700	1,160	5,850
Hay, tons.....	10,696	13,605	2,921	3,758
Flour, barrels.....	79,607	104,235	181,036	191,955

RECEIPTS AND SHIPMENTS AT PEORIA.

The receipts and shipments of grain and hay at Peoria, Ill., during the 4 weeks ending June 1, as compared with the same period of the preceding year, were, according to R. C. Grier, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	108,600	61,050	128,400	36,600
Corn, bushels.....	1,402,100	676,260	463,550	324,250
Oats, bushels.....	2,572,800	1,817,600	2,095,500	1,436,800
Barley, bushels.....	30,800	15,400	19,600	11,200
Rye, bushels.....	11,400	4,200	600	1,200
Mill Feed, tons.....	270	180	5,621	1,741
Seeds, lbs.....	30,000	30,000	60,000	
Broom Corn, lbs.....	60,000	15,000	30,000	
Hay, tons.....	1,050	2,970	200	710
Flour, barrels.....	38,500	17,100	34,350	12,450
Spirits & Liquors, bbls.	1,601	2,160	14,613	13,891
Syrup & Glucose, bbls.	900	1,000	33,703	10,004

RECEIPTS AND SHIPMENTS AT BUFFALO.

The receipts and shipments of grain and hay at Buffalo, N. Y., during the month ending May 31, as compared with the same period of the preceding year, were, according to Wm. Thurstone, secretary of the Merchants' Exchange, as follows:

Articles.	Receipts by lake.		Shipments by canal.	
	1895.	1894.	1895.	1894.
Wheat, bushels...	6,118,804	5,516,076	1,842,533	4,154,999
Corn, bushels....	5,025,606	4,290,860	177,811	2,481,316
Oats, bushels....	5,355,722	2,230,700	1,627,591	127,975
Barley, bushels...	115,096		26,000	20,483
Rye, bushels....	94,935	34,000		23,873
Grass Seed, bags...	1,357	4,930		
Flaxseed, bushels...		57,000		
Hay, tons.....				
Flour, barrels....	1,222,862	1,665,898	200	428

RECEIPTS AND SHIPMENTS AT DETROIT.

The receipts and shipments of grain and hay at Detroit, Mich., during the 4 weeks ending June 1, as compared with the same period of the preceding year, were, according to Geo. M. Lane, secretary of the Board of Trade, as follows:

Articles.	Receipts.		Shipments.	
	1895.	1894.	1895.	1894.
Wheat, bushels.....	* 217,507	105,592	312,690	176,848
Corn, bushels.....	59,872	92,377	9,219	17,046
Oats, bushels.....	128,695	119,293	8,056	5,282
Barley, bushels....	36,142	6,975		
Rye, bushels.....	3,178	860		
Hay, tons.....	940	1,185	176	
Flour, barrels.....	13,431	9,127	8,285	7,280

*173,594 bushels received by lake from Chicago.

VISIBLE SUPPLY OF GRAIN.

The following table shows the visible supply of grain Saturday, June 8, 1895, as compiled by George F. Stone, secretary of the Chicago Board of Trade:

In Store at	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Albany.....		25,000	95,000		
Baltimore.....	494,000	384,000	142,000	10,000	
Boston.....	555,000	161,000	71,000		
Buffalo.....	1,453,000	710,000	668,000	30,000	24,000
do afloat.....					
Chicago.....	18,034,000	5,842,000	2,009,000	28,000	1,000
do afloat.....					
Cincinnati.....	12,000	35,000	74,000	7,000	
Detroit.....	341,000	149,000	15,000	2,000	1,000
do afloat.....					
Duluth.....	9,200,000		203,000	84,000	9,000
do afloat.....					
Indianapolis.....	53,000	148,000	74,000		
Kansas City.....	151,000	173,000	167,000	1,000	
Milwaukee.....	289,000		2,000	1,000	23,000
do afloat.....					
Minneapolis.....	12,076,000	5,000	86,000	1,000	6,000
Montreal.....	278,000	27,000	110,000	5,000	
New York.....	5,167,000	298,000	1,428,000	8,000	8,000
do afloat.....	41,000		108,000		
Oswego.....	8,000	10,000			10,000
Peoria.....	43,000	190,000	572,000	2,000	
Philadelphia.....	217,000	88,000	202,000		
St. Louis.....	161,000	987,000	144,000		
do afloat.....		25,000			
Toledo.....	258,000	349,000	25,000	4,000	
do afloat.....					
Toronto.....	32,000		20,000		
On Canals.....	64,000	465,000	812,000		20,000
On Lakes.....	812,000	1,508,000	1,709,000	20,000	
On Miss. River.....		3,000	13,000		
Total.....	49,739,000	11,582,000	8,749,000	203,000	102,000
Corresponding date, 1894.....	58,211,000	7,514,000	2,764,000	205,000	87,000

INSPECTED RECEIPTS AT CHICAGO.

According to the report of Chief Grain Inspector George P. Bunker the grain received at Chicago during the month of May, 1895, was graded as follows:

WINTER WHEAT.

Railroad.	White.			Hard.			Red.			No Grade.
	2	3	4	1	2	3	1	2	3	4
C., B. & Q.....	1	2	2		3	3		65	14	6
C., R. I. & P.....		2			3	2		12	5	4
C. & A.....					19	7		3	17	4
Illinois Central.....					17	4		29	14	1
Freeport Div.....								1		
Galena Div. N. W.....								2		
Wis. Div. N. W.....								3		1
Wabash.....		1			1			9	15	4
C. & E. I.....					1			6	8	
C., M. & St. P.....						1		11		
Wis. Cent.....										
Gr. Western.....									1	
A., T. & S. Fe.....	2				10	8		30	16	12
Through & Spec.....	1							773	10	10
Total each grade.....	3	5	3		54	25		944	100	42
Total W. wheat.....										1,100

SPRING WHEAT.

Railroad.	Colo-rado.	2	3	4	No Grade.	White.	Mixed Wheat.
	2	3				2	3
C., B. & Q.....			2	4	1	1	
C., R. I. & P.....			1				
C. & A.....							
Illinois Central.....				1			
Freeport Div.....							
Galena Div. N. W.....	7						
Wis. Div. N. W.....			5		1		
Wabash.....							
C. & E. I.....							
C., M. & St. P.....			1	1			
Wis. Cent.....							
C. Gr. Western.....							
A., T. & S. Fe.....							
Through & Special.....			62	1			
Total each grade.....	7		71	7	2	1	
Total sp. wheat.....							2

CORN.

Railroad.	Yellow.		White.		2	3	4	No Grade.
	2	3	2	3				
C., B. & Q.....	1,021	134	135	5	991	157	56	3
C., R. I. & P.....	764	66	42		434	43	16	1
C. & A.....	456	97	151	29	761	114	24	
Illinois Cent.....	2,136	201	548	30	741	99	57	6
Freeport Div.....	109	12	5		72	8	3	
Gal. Div. N. W.....	182	4	15		153	7	7	
Wis. Div. N. W.....	21	1			1			
Wabash.....	597	157	421	82	520	138	24	
C. & E. I.....	320	70	188	37	242	66	28	4
C., M. & St. P.....	16	4	1	1	30	5	5	
Wis. Central.....								
C. G. Western.....	10	6			17	4	4	1
A., T. & S. Fe.....	131	35	36	10	237	25	3	2
Thrh'g & Spcl.....	84	62	19	81	129	48	11	2
Total each grd.....	5,547	839	1,561	275	4,328	714	238	19
Total corn.....								13,822

OATS.

Railroad.	White.			2	3	White Clipped.	No G'de.
	1	2	3			1	2
C., B. & Q.....	5	1,236	142	291	36		1
C., R. I. & P.....		550	221	66	26		2
C. & A.....		244	48	96	7		3
Illinois Central.....		330	51	488	31		1
Freeport Div.....		319	28	44	3		
Galena Div. N. W.....		485	77	107	9		
Wis. Div. N. W.....		149	22	3	6		
Wabash.....		196	38	111	14		5
C. & E. I.....		58	29	129	38		
C., M. & St. P.....		731	108	75	17		1
Wisconsin Central.....		3	2				
C. G. Western.....		189	38	30	8		
A., T. & S. Fe.....		252	35	66	12		
Through & Special.....		587	56	225	22		3
Total each grade.....	5	5,329	895	1,731	229	1	16
Total oats.....							8,207

RYE.

Railroad.	1	2	3	No Grade.
C., B. & Q.....			24	5
C., R. I. & P.....			6	5
C. & A.....			1	
Illinois Central.....			2	1
Freeport Div.....			6	
Galena Div. N. W.....			7	
Wisconsin Div. N. W.....			20	3
Wabash.....			1	
C. & E. I.....			4	
C., M. & St. P.....			43	2
Wisconsin Central.....			5	
C. G. Western.....			5	3
A., T. & S. Fe.....			5	
Through & Special.....			3	
Total each grade.....			132	19
Total rye.....				152

BARLEY.

Railroad.	Bay Brewing.	Chevalier.				No Grade.	Total No. Cars all grain by Roads.
	3	3	2	3	4	5	
C., B. & Q.....			18	7	1		4,373
C., R. I. & P.....			7	43	3		2,330
C. & A.....							2,081
Illinois Central.....							4,788
Freeport Div.....			1	14	1		626
Galena Div. N. W.....				19	1	2	1,086
Wis. Div. N. W.....			42	44	12	4	339
Wabash.....							2,336
C. & E. I.....							1,228
C., M. & St. P.....			14	52	1		1,120
Wisconsin Central.....				3	13		26
C. G. Western.....				21			337
A., T. & S. Fe.....							929
Through & Spec'l.....							2,189
Total each grade.....			82	203	32	6	23,788
Total barley.....							328
Total grain, cars.....							23,788

FLAXSEED AT CHICAGO.

The receipts and shipments of flaxseed at Chicago during the 22 months ending with May, as reported by S. H. Stevens, flaxseed inspector of the Board of Trade, were as follows:

Months.	Receipts.		Shipments.	
	1894-95.	1893-94.	1894-95.	1893-94.
August.....	1,360,250	414,700	429,373	341,609
September.....	751,300	1,881,550	375,623	1,195,733
October.....	801,350	2,340,800	351,833	1,810,110
November.....	426,800	1,178,650	143,733	887,708
December.....	459,962	493,900	111,931	383,932
January.....	92,950	183,700	70,016	186,674
February.....	85,800	59,400	105,912	142,645
March.....	75,900	44,000	64,456	92,050
April.....	52,250	129,464	49,545	60,423
May.....	88,000	128,269	196,801	72,463
June.....		48,400		73,607
July.....		190,850		38,547
Total.....	4,194,562	7,093,683	1,899,223	5,285,498

EXPORTS FROM ATLANTIC PORTS.

The exports of breadstuffs, as compiled by George F. Stone, secretary of the Chicago Board of Trade, from the Atlantic ports during the two weeks ending June 8, as compared with same weeks last year, have been as follows:

	For the week ending June 8.		For the week ending June 1.	
	1895.	1894.	1895.	1894.
Wheat, bu.....	849,000	903,000	645,000	1,165,000
Corn.....	1,113,000	792,000	816,000	840,000
Oats.....	2,000	13,000	12,000	23,000
Rye.....				
Flour, bbls.....	330,000	264,000	252,000	271,000

DESTINATION OF AMERICAN WHEAT EXPORTS.

The last report of the Bureau of Statistics shows that the destination of the wheat exported from the United States was as follows:

Countries.	Month ending April 30.		Ten months ending April 30.	
	1895.	1894.	1895.	1894.
United Kingdom.....	3,003,276	2,737,512	46,571,891	45,595,113
Germany.....	160,722	242,904	2,253,160	1,501,022
France.....	125,025	383,285	1,568,791	8,473,401
Other countries in Europe.....	1,868,017	1,526,123	11,504,806	20,506,258
Brit. North Am. Possessions.....	165,216	182,369	2,654,389	2,843,541
Mexico.....	7	10	7,926	4,922
Cent. Am. states & Brit. Hond.....	3,833	196	72,704	30,472
West Indies and Bermuda.....	102	2,021	7,343	13,515
Brazil.....		12	63	59
Other countries S. America.....	62	500	1,720	4,033
Asia & Oceania.....	1,498	1,414	31,553	10,003
Africa.....	10,171		31,638	85,879
Other countries.....			52	
Total bushels.....	5,337,929	5,078,346	64,706,036	79,073,218

DESTINATION OF AMERICAN CORN EXPORTS.

The last report of the Bureau of Statistics shows the destination of the corn exported from this country to be as follows:

Countries.	Month ending April 30.		Ten months ending April 30.	
	1895.	1894.	1895.	1894.
United Kingdom.	1,738,484	3,249,737	11,190,548	23,961,894
Germany.....	706,169	1,191,933	2,374,032	10,716,651
France.....	220,000	173,378	621,101	2,276,602
Other countries in Europe.....	592,000	1,281,359	3,027,602	10,418,138
British North Am. Possessions	734,432	1,191,626	1,802,050	9,113,582
Mexico.....	14,302	18,875	179,579	402,425
Cent. Am. States & Brit. Hond'rs	9,097	69,467	116,646	223,288
Cuba.....	18,548	146,435	331,261	929,718
Puerto Rico.....	650	1,200	7,309
Santo Domingo...	280	570	3,658	1,169
Other West Indies and Bermuda ..	44,795	41,479	532,300	513,745
South America ...	4,538	3,974	94,756	116,889
Asia and Oceanica	234	1,124	9,163	15,865
Other countries ..	700	4,266	2,574
Total bushels.	4,083,579	7,370,607	20,288,162	58,699,846

ELEVATOR

GRAIN NEWS

An elevator is to be erected at Cheneyville, Ill.

A large elevator may be built at West York, Ill.

F. M. Elliott of Marsh, Iowa, will build an elevator.

Wm. Martin is building an elevator at Rileysburg, Ind.

A large elevator is to be erected at Cedar Falls, Iowa.

Wenger Bros. of Ayton, Ont., will erect a large elevator.

Hubbard Bros. & Co. are dealing in grain at Lincoln, Ill.

Joseph Wykles of Staley, Ill., is building an elevator at Savoy.

Longwell Bros' elevator at Dixon, Ill., has been completed.

Farmers in the vicinity of Wadena, Ind., may erect an elevator.

A. K. Knapp writes us that he has sold his elevator at Lostant, Ill.

An elevator and flour mill are being erected at Hamiota, Man.

Irwin & Wright are conducting a grain business at Almira, Wash.

John Speltz is erecting a 10,000-bushel granary at Oak Ridge, Minn.

A movement is on foot for the erection of an elevator at Rantoul, Ill.

The new 100,000-bushel elevator at Republic, Mo., is nearing completion.

Glenn Bros., millers of Hillsboro, Ill., are building a new grain elevator.

A stock company has been organized to build an elevator at Gray, Iowa.

The grain elevator at Strathclair, Man., was sold at public auction May 29.

The Kansas Grain Company is rebuilding its elevator at Hutchinson, Kan.

Stimpson & Thompson, grain dealers of Greeley, Colo., dissolved recently.

Copper Bros. & Zooks will erect a 50,000-bushel elevator at Nappanee, Ind.

The Stanford Grain Company has its new elevator completed at Stanford, Ill.

The Boyd Produce Company of Boyd, Minn., has decided to sell its elevator.

Johns & Shouard, dealers in grain, etc., at Fessenden, N. D., have dissolved.

The Baker Madge Grain Company has been incorporated at Pullman, Wash.

Peter Staley of Staley, Ill., will soon begin the erection of an elevator at Myra.

George Salt will establish a grain and stock brokerage office at Hamilton, Ohio.

There is a project for the erection of an elevator at Hemlock, Ind., this summer.

The Mutual Cotton Oil Company will build a cottonseed oil mill at Columbus, Ga.

W. W. Cargill & Co. are contemplating the erection of an elevator at Chilton, Wis.

The Sparks Milling Company of Alton, Ill., will build a 150,000-bushel elevator.

A project is on foot for the establishment of a starch factory at New Richmond, Wis.

A movement is on foot for the erection of a cottonseed oil mill at Blacksburg, S. C.

Craib & Williams, commission merchants of Seattle, Wash., have dissolved partnership.

Bobbins, Bamford & McBurney are going to erect a large elevator at Washington, Pa.

H. C. and M. R. Clark have succeeded W. E. Rich in the grain business at Colfax, Ind.

A. J. Lee & Co. have succeeded Arper & Co., commission merchants of Seattle, Wash.

The Cargill Elevator Company has opened offices in the Board of Trade at Superior, Wis.

C. W. Cockrell, grain broker at Lincoln and Omaha, Neb., failed recently for about \$7,000.

The Wood & Topliff Grain Company has been incorporated at Gibson City, Ill., with a capital stock of

\$15,000. The incorporators are Samuel Kerr, Robert J. Kerr and Alfred E. Barr.

A co-operative starch factory and other industries may be established at Eau Claire, Wis.

The Reichert Milling Company of Freeburg, Ill., is erecting a large elevator at Belleville.

Buffalo, N. Y., has 36 grain elevators, with a storage capacity of over 16,000,000 bushels.

Hawley & West, whose elevator at Muir, Mich., burned some time ago, expect to rebuild.

F. P. Smith has succeeded to the grain commission business of Wm. Loudon at Omaha, Neb.

It is reported that S. S. Bosserman of La Porte, Ind., will build an elevator at Kingsbury.

Allbritton & Shultz, millers of Clarksville, Ark., are erecting a large warehouse to store wheat.

H. F. Bailey has purchased the grain and flour business of C. R. Ireland & Co. at Bangor, Maine.

The Union Grain and Hay Company of Cincinnati, Ohio, will soon erect a 34x150 foot warehouse.

George Hoch, grain and lumber dealer at Scales Mound, Ill., is increasing his lumber business.

A number of new grain cleaners were put in the Terminal Elevator at Superior, Wis., recently.

J. E. Pullin & Co. will at once erect a mill at Ft. Gaines, Ga., for manufacturing cottonseed oil.

The value of grain receipts at Odell, Ill., during only one week in May was estimated at \$25,000.

A. J. Haskins & Co., grain dealers and elevator owners of Minneapolis, have dissolved partnership.

Judge Hipp of Bucyrus, Ohio, is reported to be contemplating the erection of an elevator at Waldo.

The Empire Elevator Company of Minneapolis intends to build an elevator at Hutchinson, Minn.

C. E. Blair & Co., dealers in grain and implements at Alexander, Mo., have sold their grain business.

Denman & Burnette have succeeded to the hay and grain business of Denman & Sons at Bowie, Texas.

J. M. Carroll is completing arrangements for the erection of a starch factory at Grand Forks, N. D.

The Pacific Coast Elevator Company will erect a warehouse at Guy, Wash., to handle sacked grain.

Levi Kittilsen, grain dealer at Stoughton, Wis., has started a feed and flour store at his warehouse.

Taylor & Cooper have succeeded to the grain, flour and feed business of Taylor & Moore at Welland, Ont.

P. Wagner & Son, grain and flour merchants of New Castle, Pa., are having a brick warehouse built.

R. A. Taber has erected a building at Brockton, Mass., and will engage in the grain and hay business.

D. J. Eberhart, dealer in grain, feed, hay, wood and coal at Newton, Iowa, has been in business since 1878.

Burglars recently entered A. M. Wilder's grain store at Somerville, Mass., blew open the safe and stole \$5.

The Centerville (Md.) Manufacturing Company is contemplating the erection of a 10,000-bushel elevator.

John McDonald, grain dealer at Frankfort, Ill., moved his office recently to another part of the town.

O. Gandy & Co. have leased land at South Whitney, Ind., and will soon begin the erection of an elevator.

The Simpson & Robinson Company has finished a large elevator for Albert Schwill at South Chicago, Ill.

B. C. Christopher & Co. have succeeded Christopher & Smith, commission grain merchants at Kansas City, Mo.

Ritchie & Ramsey, grain dealers at Camden, Ark., have dissolved partnership, Walter P. Ritchie succeeding.

W. B. Fowler and H. J. Caldwell will soon begin the erection of a 60,000-bushel elevator at Earl Park, Ind.

G. W. Varis will build an elevator at Stewardson, Ill., and is contemplating erecting one at Herborn also.

Muentslaff & Behrens are erecting an elevator at Grafton, Wis., where they will carry on a grain business.

Lilly & Bogardus, well-known grain men of Seattle, Wash., intend to build a large storehouse and feed mill.

Lee Wilson, formerly grain and cotton buyer at North Texas, Texas, has engaged in grain buying at Plano.

The Garfield Storage and Elevator Company will have its new elevator at Garfield, Wash., completed July 1.

Charles Counselman & Co. intend to build another elevator at Chicago, to have a capacity of 1,400,000 bushels, and especially designed for the handling of oats. It will be of brick with stone foundation, will

cover 75x338 feet, and will cost upward of \$125,000. Tromanhauser Bros. of Minneapolis have the contract.

John Coleman, manager of the elevator at Bunce-ton, Mo., reports that he ships 150 cars of wheat annually.

The Great Western Elevator Company shipped over 20 carloads of wheat from Belview, Minn., one week in May.

The Puente Warehouse Company has been incorporated at Puente, Cal., with a capital stock of \$15,000.

Crawford & Valentine, brokers at Chicago, failed recently, having been caught short on the wheat market.

Taylor & Moore, dealers in grain, flour and feed at Welland, Ont., have dissolved, Taylor & Cooper succeeding.

The Deer Creek Elevator Company has been organized at Hollandale, Miss., and will erect an elevator and mill.

George Johnson has been arrested for stealing baled hay from M. Meyers' wholesale feed store at Kansas City, Mo.

H. C. Hailey has succeeded to the grain commission business of Hailey & Chamberlain at New Orleans, La.

The McFarland Grain Company of Rockwell City, Iowa, has torn down its old corn cribs and is erecting new ones.

A receiver has been appointed to take charge of the business of the Portsmouth (N. H.) Grain and Groceries Company.

The Merchants' and Planters' Cottonseed Oil Mill has been organized at Rome, Ga., with a capital stock of \$40,000.

Jacob Balthaser of Amanda, Ohio, writes us that he has rented his elevator at that place to Crites Bros. of Circleville.

The Globe Elevator Company will about August 1 occupy handsome office quarters in the Board of Trade at Superior.

The North Dakota Milling Association has completed and is now running its new elevator at Moorehead, Minn.

The Orondo Shipping company, which deals in grain and produce at Orondo, has opened a branch house at Troy, Wash.

The receipts of two elevators at Seneca, Ill., during May amounted to 110,000 bushels of oats and 6,200 bushels of corn.

The Springfield Roller Mill Company is contemplating building a 50,000-bushel elevator near its mill at Springfield, Minn.

Edward Putnam, grain dealer of Rossville, Ill., recently made a deal on the Chicago market whereby he cleared \$10,000.

Bauman Bros. of Milwaukee are negotiating for a bonus of \$2,500 to erect a large elevator and warehouse at Waukesha, Wis.

Fred W. Jordan's grain store at Portland, Maine, was entered by burglars recently, the safe blown open and about \$12 stolen.

The Macdonald Engineering Company of Chicago is building a 100,000-bushel elevator for W. W. Gilbert at Danforth, Ill.

The Piedmont Oil Company has been incorporated at Spartansburg, S. C., with a capital of \$12,500, and will erect an oil mill.

Frank Marcoux, an employe in B. R. Millard's grain store at North Adams, Mass., absconded recently with his employer's money.

It is reported that the grain business of Peoria, Ill., during the last two weeks in May was better than it had been for two years.

It is stated that John Minnie of McLouth, Kan., has more corn stored than any one dealer in Kansas, having about 70,000 bushels.

Franklin Paine & Co., grain commission merchant dealers of Duluth, have opened branch offices in the Superior Board of Trade.

The Farmers' Grain and Shipping Company's elevator at Spring Valley, Ill., recently received in one day 7,000 bushels of grain.

Ivesdale, Ill., has five elevators, and claims that more grain is shipped from that point than from any other on the Wabash road.

The Simpson & Robinson Company of Chicago is building a 50,000-bushel elevator for the Grand Trunk Railway at Valparaiso, Ind.

Chicago, St. Louis and Kansas City wheat buyers have invaded Eastern Oregon and Washington and are buying up all the grain remaining in farmers' hands, paying about 50 cents per bushel, which is 10 cents

above what Portland exporters have offered. This grain is being shipped East and nets a good profit to the buyers.

Scott Darter's large new elevator at Ladoga, Ind., is just completed. It will be operated by Mr. Darter's son-in-law, Charles Gardner.

The firm of H. Huber & Sons, dealers in grain, hay, etc., was founded in 1865. The company owns two warehouses at Boonville, Mo.

London & Stoner, dealers in grain and feed at Gainesville, Texas, have been succeeded by London & Killgore, Mr. Stoner retiring.

M. D. Stanley writes us that he is building an elevator at New Britain, Conn., which will cost \$8,000. He will handle grain and hay.

The Landa Cotton Oil Company is making extensive repairs to its mill at New Braunfels, Texas, increasing the capacity to 80 tons per day.

John Foster, a farmer near Shirley, Ill., has cribs at that town with 47,000 bushels of corn stored, which is his crop for the past three years.

The H. H. Lippelman Hay and Grain Company of St. Louis, Mo., has changed its name to Brinkmeyer-Mayer Hay and Grain Company.

Chauncey S. Chapman, proprietor of the Oketo Roller Mills at Oketo, Kan., writes us that he will shortly erect a new grain elevator.

Roberts & Moschell of Morton, Ill., have traded their new 20,000-bushel elevator at Lester Station for the Hergets Elevator at Groveland.

B. J. O'Neill of Dubuque, Iowa, made about \$70,000 on May wheat. He commenced to buy at 53 cents and sold out 295,000 bushels at 81 cents.

Benton Watson, formerly a general merchant at Chesterville, Ill., intends to erect an elevator and go into the grain business at that place.

Ray J. Nye has discontinued his grain office at Superior, Wis., and has resumed his former position as shipping clerk for the Daisy Mill.

Booth & Sons of St. Louis, Mo., received June 8 the first car of new red winter wheat, which was loaded at Coffeyville, Kan. It sold at 95 cents.

In a single day recently Moses Dillon, who does a large grain business at Sterling, Ill., paid out over \$7,000 for grain received at his elevator.

T. H. Holt of Bryson and P. H. Bass of Pisgah, Tenn., have organized the firm of Holt & Bass to do a general grain business at Pulaski, Tenn.

The Metropolitan Grain and Stock Exchange, a bucket shop at Kansas City, Mo., succumbed to the bull market May 20, having lost \$25,000.

Green & Shoemaker, proprietors of the Picket Rice Mills at Crowley, La., intend to enlarge their rice mill and add machinery, engines and boilers.

During two days in the last week of May the grain dealers of Sullivan, Ill., purchased 150,000 bushels of corn at 50 cents per bushel, it is reported.

Mitchell & Ehlers, dealers in lumber, etc., at Reinbeck, Iowa, have purchased the elevator at Morrison, Ill., and will engage in the grain business.

J. D. Fraser & Co., grain and coal dealers at Peterson, Iowa, have dissolved, J. D. Fraser retiring and Evans & Milliken carrying on the business.

Tuttle & Tuttle, grain dealers at Hopewell, Ohio, are preparing to erect an elevator, the contract for which has been let to H. C. Johnson & Son.

During the first few days of this month E. E. Kenney & Co. purchased in the vicinity of Kingston, Neb., 25,000 bushels of oats at 21 cents per bushel.

It is stated that since January 15,000 bushels of corn have been fed to sheep at Montgomery, Ill., besides the unusual amount of small grain fed.

It is reported that Dr. Joseph Firmenich will erect a new glucose factory at Marshalltown, Iowa, which will use about 10,000 bushels of corn per day.

E. W. McClure of Columbus has bought Blair & Co.'s grain business at Alexandria, Mo., where he has been carrying on an extensive lumber business.

W. D. Judd, who sold his interest in the Brinson-Judd Grain Company of St. Louis, Mo., some time ago, has leased the Exchange Elevator at that place.

C. B. Cummings & Sons, millers of Portland, Maine, have erected a large grain elevator and other buildings, power for which is supplied by electricity.

The Stimson Elevator Company has been incorporated at Chicago by H. P. Stimson, C. L. Stimson and Fred D. Stimson, with a capital stock of \$3,000.

The Southern Pacific Milling Company of Guadalupe, Cal., will shortly erect a grain warehouse, 50x300 feet in size, and will engage in grain dealing.

The well-known hay and grain commission house of Skinner, Bloom & Co., New York City, has been dissolved by limitation, and the business will be continued by W. R. Skinner at 136 Liberty street. The junior partner, Mr. Bloom Jr., has formed a copart-

nership with Messrs. Burgess and Todd, who were formerly connected with the old firm, and will conduct the commission business at 123 Liberty street.

L. H. Hanna and J. A. Lee have organized the Central Grain and Stock Exchange at Monmouth, Ill., and will do a general brokerage business in grain.

A. R. Scott of Bethany, Ill., has purchased Bart Taylor & Co.'s grain business at Dalton City, and has appointed Wm. T. Cole grain buyer at that point.

Hasenwinkle & Cox's elevator at Hudson, Ill., which burned some time ago, will be rebuilt; in the meantime the company is loading grain into cars.

The grain commission firms of Paige & Horton and G. B. Gunderson of Duluth, Minn., have consolidated under the firm name of Paige, Horton & Gunderson.

Albert Maloney has been indicted for stealing the value of 2,000 bushels of wheat while acting as agent of the St. Anthony Elevator Company at Putney, S. D.

Ira S. Mayer has succeeded to the grain business of Howard Hinchman at Philadelphia, who died recently. The new firm name will be Ira S. Mayer & Co.

The Coöperative Trading Association has been incorporated at Chicago, Ill., with a capital stock of \$50,000, to do a general brokerage business in grain, etc.

It is reported that elevators and mills in Lapeer county, Mich., are closing on account of the scarcity of wheat. Last year about 50,000 bushels were fed to stock.

Ellsworth Moon has purchased the site of the old elevator at Reading, Ill., and will erect a new elevator, which will be equipped with all the latest appliances.

J. S. Leas of the Barnard & Leas Manufacturing Company, Moline, Ill., has sold to the Chicago O'Neil Grain Company three No. 4 Barnard Elevator Separators.

James Carruthers, grain dealer at Montreal, recently imported for Ontario millers 10 cars of red winter wheat from Detroit, paying a duty of 15 cents per bushel.

The stockholders of Elevator "B" at Tacoma, Wash., will erect a wheat warehouse 210x120 feet, which will increase the storage capacity to 2,000,000 bushels.

Ballard & Ballard, millers of Louisville, Ky., purchased a warehouse recently, and after overhauling it will have increased their storage capacity 300,000 bushels.

Neal & Wood, grain dealers at Lincoln, Neb., failed recently, but paid all creditors, and business was started again by F. W. Wood, Mr. Neal retiring from the firm.

About 19,000 bushels of grain in Joseph Stringham's elevator at Oshkosh, Wis., which collapsed recently, was sold to Milwaukee millers. The elevator will not be rebuilt.

A wheat warehouse 100x100 feet in size will be erected alongside the new mill at Tacoma, Wash., which the Washington Milling and Power Company is building.

It is reported that the Omaha Railroad Company is preparing for the erection of two elevators at Superior, Wis., which will have a combined capacity of 3,000,000 bushels.

On account of the death of H. S. Smith the commission firm of H. S. Smith & Co. of Minneapolis has been dissolved, McLean, Bryant & Co. succeeding to the business.

N. M. Prillman of Hoopeston, Ill., has purchased Murphy & McNeal's elevator at Tuscola, where he will carry on business probably in partnership with Edward Murphy.

Bohri & Son will erect an elevator at Fountain City, Minn., adjoining their mill. It will have a capacity of 50,000 bushels and will be equipped with all modern improvements.

The grain men of the city are alert again, new houses are going into the business and efforts are being actively put forth to reopen the idle elevators.—*Bee, Omaha, Neb.*

The Isaac Harter Milling Company of Fostora, Ohio, contemplates making extensive changes in the interior arrangements of its elevator. A system of steel bins may be adopted.

Ross Mason recently tried to establish a grain brokerage business at Denison, Iowa, but his office was closed by the mayor. Mr. Mason has taken the matter to the courts.

Watson & Co., grain commission dealers of Minneapolis, have opened a branch office in the Duluth Board of Trade, where they are represented by Augustus Thompson.

Wm. G. Burns, a feed agent, has brought suit against S. S. Daish of the firm of S. S. Daish & Co., the elevator company of Washington, D. C., charging malicious prosecution and asking \$25,000 in damages. A warrant for false pretenses was sworn out against Mr. Burns at the instance of the defendant,

Dec. 12, 1893. It charged that Mr. Burns had obtained from Mr. Daish goods valued at \$671.29 on the false representation that he was owing not more than \$6,000. This suit was dismissed Jan. 24, 1894.

J. S. Leas of the Barnard & Leas Manufacturing Company of Moline, Ill., recently sold to the Simpson & Robinson Company of Chicago one No. 1 Barnard Elevator Separator.

The Seckner Contracting Company has been awarded the contract for building a 200,000-bushel transfer elevator at Buffalo, N. Y., for Churchill & Co. of Toledo, Ohio.

The firm of Smith, Sheridan & Vincent of St. Louis, Mo., commission merchants in grain, hay, seeds, etc., have succeeded to the business of Goddard, Hall & Sheridan of that city.

The Citizens' Grain Company of Artesian, S. D., held its annual meeting June 1, closing up the year's business at that date. J. B. Cameron is president, C. E. Hayter secretary.

The Diamond Linseed Oil Company has been incorporated at Elyria, Ohio, where a plant will be erected to manufacture oil from linseed by a new process. The capital stock is \$100,000.

Paul G. Wood writes us that he has bought out the grain business of his brother, F. J. Wood, at Lilly Chapel, Ohio. He will also continue his business in seeds, wool, salt, coal, etc.

The Peoria Grain Company has been incorporated at Peoria, Ill., with a capital stock of \$50,000, to handle grain. The incorporators are John Fay, Henry W. Lynch and Wm. Meyers.

The C. H. Spencer Grain and Elevator Company has been incorporated at St. Louis, Mo., with a capital stock of \$75,000. The incorporators are C. H. Spencer, Mary E. Spencer and T. F. Petrie.

Harry Hug, contract clerk for the Schreiner-Flack Grain Company of St. Louis, Mo., has absconded with about \$3,300 of his employers' money. He was a young man and a trusted employee.

The Brackman & Ker Milling Company of New Westminster, B. C., has decided to build an elevator and mill at South Edmonton, Alta. T. W. Lines will manage the business at that point.

Samuel Born & Sons, grain merchants of Lafayette, Ind., have purchased the old Born warehouse property of C. B. Robertson and will soon begin the erection of an elevator, which will cost \$10,000.

The Andes Mill and Elevator Company of Memphis, Tenn., has been incorporated by R. H. Mahon, J. A. Buchanan and others, and has issued bonds in the sum of \$20,000 at 6 per cent. interest.

The Farmers' Union and Milling Company of Stockton, Cal., will erect a grain warehouse, 166x400 feet in floor dimensions, on the site of the one recently burned. It will have a capacity of 200,000 tons.

Henry Heile & Sons, grain dealers at Cincinnati, Ohio, are contemplating the erection of a large elevator at Milldale, Ky., which has come to be a necessity to accommodate their growing business.

The American Cereal Company of Cedar Rapids, Iowa, intends to erect an elevator 60x140 feet, 100 feet high, having a capacity of 350,000 bushels. Also additions will be made to the milling plant.

The case of B. McMahon vs. W. O. Dodge & Co., grain commission merchants of Minneapolis, which related to a certain option dealing of the former, was recently decided in favor of the defendants.

The Oswald Graves Grain Company has been incorporated at St. Louis, Mo., with a capital stock of \$10,000, by Oswald Graves, Neil C. Harden and M. M. Smith, to do a general commission business.

The elevator and grist mill of John Doehler, near Kewaunee, Wis., was recently struck by lightning and the roof torn off, exposing to the rain 3,000 bushels of wheat and rye, which suffered great damage.

G. W. Nichols, who two years ago embezzled \$2,000 from John Jaquerville & Co., grain and stock brokers of New York City, recently surrendered himself, saying he preferred imprisonment to being a fugitive.

The Atlantic Elevator Company was recently incorporated at Chicago with a capital stock of \$50,000, to deal in grain, etc. The incorporators are David S. Lasier, Robert L. Tatham and Timothy F. Mullen.

In two weeks recently Lamport & Van Kirk, grain and hay dealers at Moline, Ill., shipped 20 cars of grain and 15 of hay. The company is contemplating the erection of an elevator some time this summer.

It is reported that the grain storage capacity of Pacific Coast states will be entirely inadequate for the next crop, and if so it is rather surprising that there is not more enterprise shown in building in that country.

Lewis Hitchcock was arrested recently at St. Paul, Minn., charged with burglary, in having entered a freight car for the purpose of stealing wheat. He is said to be a most accomplished wheat thief, and, if the allegations are true, has been stealing grain for several months past. The stolen grain is said to have been

sold to the North Star Feed Company and to the Midland Cereal Company. He informed these firms that the grain was fanned sweepings.

The Garfield Storage and Elevator Company has been incorporated at Garfield, Wash., to do a grain elevator business. The capital stock is \$4,000. The incorporators are A. W. Sarjant, John A. Dix and others.

Crabbs & Reynolds, dealers in grain, feed and flour at Crawfordsville, Ind., purchased 4,000 bushels of wheat and 500 bushels of oats damaged in Albert Marlatt's elevator at Covington, Ind., which burned recently.

Fred P. Smith, grain commission merchant at Kansas City, Mo., has opened a branch office in Omaha, Neb., with S. M. Stanford of Minneapolis, Neb., as manager. Mr. Stanford is well known in the Western grain trade.

The Simpson & Robinson Company is making some improvements in the Chicago Dock Company's elevator at Taylor and Beach streets, Chicago. A marine leg will be added and the longest belt conveyor ever used put in.

J. F. Payne, manager of the Indiana branch of the Barnard & Leas Manufacturing Company, writes us that among other recent orders he has received the contract for an elevator outfit for R. C. Genung of Kirklin, Ind.

A. Little writes us that Erwin Bros. of Cedarville, Ohio, have leased the plant of the Xenia Grain Company at Xenia, Ohio, for a term of years and will add a full line of the latest machinery for the manufacture of flour.

Everett, Aughenbaugh & Co., millers of New Richmond, Minn., will erect in connection with their mill a double steel pneumatic elevator with tanks having a capacity of 20,000 bushels each. The improvements will cost \$10,000.

Smith & Pierce have purchased the grain business formerly operated by Murphy & Snyder in connection with a coal business at Effingham, Kan., and they will build a model elevator and materially increase the trade in that line.

The Seattle Terminal Railway & Elevator Company's property, including the elevator at Seattle, Wash., recently passed into the hands of the Philadelphia Mortgage and Trust Company, having been sold by the sheriff.

The Waverly Elevator and Grain Company has been incorporated at Waverly, Ill., to handle grain. The capital stock is \$10,000, the following being the incorporators: Jas. E. Hutchinson, Augustine Curtis and Levi H. Henry.

Ex-Senator E. R. Cassatt, president of the First National Bank of Pella, Iowa, was recently arrested on the charge of embezzling \$60,000 from the bank's funds. He is said to have been making deals through Des Moines and Chicago bucket shops.

Waller & Young, grain dealers of Morganfield, Ky., have purchased the Field granary at Henderson, Ky., where they will establish a branch house under charge of W. A. Williams of Nashville, Tenn. The granary will be remodeled and an addition built.

Some extraordinary movements of grain have been taking place this year. Recently C. D. Orthwein & Sons, grain dealers of New Orleans, La., shipped 11,000 bushels of grain to dealers in Dallas, Texas, the center of the grain section of that state.

J. C. Schwartz, grain broker of Chicago, Ill., failed recently, and it is supposed he was short about 500,000 bushels of wheat. About three years ago he made a killing on the long side of corn. A couple of years ago he is said to have been worth \$350,000.

The Shellabarger Mill and Elevator Company of Decatur, Ill., has brought suit to compel James Burke to deliver the remainder of 2,000 bushels of wheat which the company bought from him last January, but of which he delivered only 1,100 bushels.

F. G. Burnham writes us that the firm of W. N. Potter & Co., grain and flour dealers at Holyoke, Mass., has been dissolved by the mutual consent of the partners; W. N. Potter and himself, and that he will carry on the business under his own name.

Hurst Bros. and J. M. McNutt of Hutsonville, Ill., have combined their grain interests and will henceforth do business under the firm name of Hurst Bros. & McNutt. They are now building a new elevator, which will be finished in time for the new crop.

Farmers about Bloomingdale, Mich., grew tired of holding 59 cent wheat, and before the rise fed the grain to their stock. Now there isn't a bushel of wheat in the neighborhood for sale and the local flouring mill is shipping in the cereal from Chicago.

Stevens & Co., commission brokers of New York City, made an assignment May 20. Liabilities are reported to be over \$100,000, with very small assets. The firm was short on wheat and cotton. James Stevens is best known to the grain trade as the originator of

the private wire system. He was not the first to use a private wire for brokerage business, but he was first to make up a system of private wires big enough to be a telegraph company in itself.

It has been found that Chas. G. Smith, bookkeeper for L. W. McGlauflin & Co. of San Francisco, Cal., who recently disappeared, had been speculating with money which did not belong to him, and had absconded. The credit of the firm is not affected.

At a recent meeting of the directors of the Great Northern Elevator Company of Winnipeg, it was decided to proceed at once with the erection of a large cleaning and storage elevator. A site has been chosen and tenders for the erection of the elevator are invited.

Haclacher & Kahn, grain dealers of Oakdale, Cal., have leased the Croker-Huffman warehouse at Amsterdam, and will also operate the Grange Company's warehouse at Merced this season. This will make eleven warehouses owned and operated by this company.

H. Rogers & Co.'s elevator at St. Louis, Mo., which burned some months ago, will be rebuilt at a cost of \$40,000. Honstain Bros. have secured the contract, and they will build the house in a strictly modern style, equipping it with the latest improved machinery.

The Spencer-Harlow Commission Company of St. Louis, Mo., is making some extensive improvements to its elevator at Madison, Ill. The capacity is being largely increased and new machinery added. The Macdonald Engineering Company of Chicago has the contract.

During the month of May the receipts of wheat at Superior, Wis., were 1,535,340 bushels, the total shipments 2,857,103 bushels; the receipts of coarse grain were 10,473 and total shipments 379,276 bushels. Grain shipped by rail amounted to 162 cars, of which 151 were wheat.

The Farmers' Union & Milling Company of Stockton, Cal., will soon begin work on the erection of a grain warehouse to take the place of the one burned some time ago. It will be 160x400 feet in size, with a capacity of 200,000 tons of grain, and will contain all modern machinery.

Geo. W. Rumble, the bucket shop keeper at San Francisco, against whom suit was recently brought by a young woman on the charge of grand larceny and by trick and device cheating her out of \$500 which she invested in wheat, was dismissed on his refunding the money.

William Murphy, for many years connected with Benton & Poor of Kansas City, has formed a partnership with J. M. Robbins, a well-known elevator man of Everest, Kan., and will carry on a grain business under the firm name of The Murphy Grain Company at Kansas City, Mo.

F. H. Millard, formerly of Bushmore, Minn., where he dealt in grain, hay, coal, etc., writes us that he has closed out his grain business at that point and will move to Garrettsville, S. D., where he will erect and operate a 15,000-bushel elevator under the firm name of the F. H. Millard Elevator Company.

G. H. Krumdick, dealer in grain and agricultural implements, has begun the erection of a 20,000-bushel elevator at Winona, Minn. It will be 18x50 feet, 60 feet high, covered with iron, and will have 12 bins. Power will be furnished by a gas or gasoline engine, and it will have all the latest improvements.

The Schroeder Commission Company, carrying on a bucket shop business at Kansas City, Mo., failed May 21, with liabilities said to be \$135,000. There are no visible assets. The firm was on the wrong side of the wheat market and was caught short. The company claims that its liabilities will not exceed \$30,000.

At 3 o'clock on the morning of June 10 Charles Gales stole a load of 100 bushels of oats from Scott Seeley's grain bins in Brookfield township, Illinois, and started for Ransom. At 6 o'clock he had been captured by wrathful farmers and was shoveling the oats back into the bins. At 8 o'clock he was in the Seneca jail.

At last a way has been found to stop grain stealing—or, at least, to get on the track of the thief. Lufkin Bros' grain store at Providence, R. I., had for some time been suffering from thefts until the thieves carried away a bag of grain with a hole in one end, leaving a trail behind them by which they were tracked and caught.

The long and growing list of broken-up bucket shops is pointing the truth of what President Baker of the Chicago Board of Trade said recently, that there is not a bucket shop in existence which is not absolutely insolvent if its obligations to customers had to be met at once. The only thing that has been saving them is the fact that so many country customers believe in dollar wheat that they are not calling for settlements at present prices.

The numerous suits against insurance companies in Minneapolis, growing out of the collapse of the Van Dusen-Ehrmentrout Star Elevator, have at last been settled, a verdict being rendered for the defendants. The cases grew out of the bursting of the Star Elevator, which, it was said, was the result of overloading it with grain. The grain ran out and over a feed mill near by, and the owners of the grain, as well

as the owners of the elevator building, sued the 75 companies which carried policies on the property. A few companies compromised and paid, but the majority fought the cases. The last of the suits was disposed of in the case mentioned.

The case of Margaret O'Brien vs. the Midland Elevator Company of Kansas City, Mo., has been decided in favor of the defendants, the court ruling that plaintiff did not prove a case. The daughter of the plaintiff was sitting on a railroad track running out of the elevator, and was crushed by cars shoved by men, who did not see her.

The Everett-Finton Company has been incorporated, with a capital stock of \$25,000. The stock is subscribed by Earnest L. Everett, \$12,500; Walter L. Finton, \$12,400; Millard T. Hartson, \$100. Spokane, Wash., is the permanent place of business, and the purpose of the corporation is to establish and operate mills, elevators and warehouses.

The Macdonald Engineering Company of Chicago has secured the contract for furnishing the plans and erecting an elevator for the McMoran Milling Company at Port Huron, Mich. The house will have a capacity of 250,000 bushels and a handling capacity of 45,000 bushels per hour. It will replace the one recently burned and will be ready for the fall trade.

It has been assumed for a good many years that the old days of the commission business would never be repeated, and stories of turning away commission business orders used to be considered apocryphal. But there are actual instances of it now. Some of the large houses in Chicago were compelled to refuse for a time to sell privileges. One firm claims that its business in eight days in grain aggregated 57,000,000 bushels. Commission on that amount of business at the lowest rates would be almost \$30,000. Two firms have been compelled to put in an extra wire to New York.

John C. Allen, who has been proprietor of the biggest bucket shop concern in the country—the Standard Stock and Grain Company of Buffalo, N. Y.—has bobbed up again very serenely, and, with others, is carrying on business under the name of the International Commission Company. It is announced that this company has taken "the plant" of the old company, and has 26 branch offices now in operation. Several people will be interested in the move, especially those who are still waiting for an aggregate amount of about \$250,000, for which the company failed.

Farmers recently brought suit against the Gilbert Grain Company of Owatonna, Minn., on the charge that about two years ago it disposed of 15,000 bushels of grain stored by them and for which they held storage tickets. Defendants were granted separate trial, and J. M. Bartlett, president of the company, was acquitted of the charge. The court held that the tickets offered in evidence were unmistakably sale tickets and not storage certificates. The case was continued, but it is thought it will not come to trial. C. A. Gilbert turned state's evidence, but as no storage could be proved it cut no figure.

"I believe that the grain elevator business of Chicago will have to go to the South Chicago harbor," said Charles Counselman, in speaking of his project for building a 1,400,000-bushel elevator for oat storage. "I can put a lake boat, drawing two feet more than any vessel which can pass over the tunnels of the Chicago River, alongside my South Chicago houses, without a dollar's towing charge. The present outlook is for a big crop of oats along the Rock Island road, which will have to be taken care of next fall. I am working out of elevator room at country stations and concentrating my business here."

The grand jury of Quincy, Ill., on May 27 returned indictments against all the bucket shops in town, and also against the reputable commission houses. Those indicted are: A. L. Kull, H. F. Goetz, of the firm of Kull & Co.; D. Buell, A. T. Baker and J. W. Cassidy, of the Buell & Baker Commission Company; F. A. Evans and J. W. Christy, of Evans & Co.; J. W. Caldwell and J. R. Caldwell, of Caldwell Bros., and C. Tuftli and Charles Hughes. Bail was fixed at \$600 in each case, which was readily furnished. Buell & Baker and Caldwell Bros. propose to fight the indictments. The grand jury threatens to indict the owners of buildings in which bucket shops are operated, under the act passed by the legislature of 1887.

Henderson, Johnson & Co. are pushing the work on their new elevator plant at Pittsburg, having finished the foundation. The grain bins will be steel, 700 tons of steel being used in the construction of the elevator. This is furnished by Jones & Laughlin, who have the contract for erecting the building, C. D. Sword of Pittsburg being the architect. The buildings will be lighted and run by electricity. Henderson, Johnson & Co. write us: "One building is 444 feet long by 61 feet wide, four stories high on Carson street and two stories the balance, all built of steel, including steel bins of 5,000 bushels' capacity each. Another building across the tracks of the Pittsburg & Lake Erie Railroad is a transfer station and elevator to connect rail and river. The building is a grain elevator, storage warehouse and river and rail transfer, and we be-

lieve is the largest of its kind in the state of Pennsylvania, and the only elevator connecting rail and river in this section of the state."

The movement of old grain in Pacific Coast states is just now especially lively and country dealers have found business good this year, as shown by reports from towns in Oregon: From January 1 to May 15 there were shipped from Arlington 150,660 bushels of wheat; from Douglas 46,500 bushels; from Ione 134,540 bushels; and from Lexington 31,620 bushels.

Alex. Beaudreau, who has erected an elevator at Westport, Minn., writes us regarding it as follows: "The building is 30x36 and 20 feet high; cupola 12x16x30 feet, running clear across the elevator. The four bins overhead, two of which are shipping bins, run up in the cupola 7 feet, making good bins. Right under the cupola or bins is the work floor, same size as the cupola—12x30 feet. On each side of the working floor are three bins 20 feet deep. The driveway is 12x50 feet, all inclosed, with a 6-ton Howe Dump Scale. The office and engine room is 12x18 feet, one and one-half stories high. Power is furnished by a 3-horse power Charter Gasoline Engine. The foundation of the elevator is oak ties cut in two and timbers laid over that 4½ feet to the floor."

Tromanhauser Bros., elevator builders and architects of Minneapolis, have secured the contract of Chas. Counselman & Co. for a new 1,500,000-bushel elevator, to adjoin elevator "C" at South Chicago. It will be fireproof, with a heavy brick veneer 24 inches at the bottom and 12 at the top. Grain will be conveyed into the elevator by 8 32-inch rubber belts and conveyed out by the same number. It will contain no cleaning machinery, and will be operated by power from elevator "C." The foundation will be constructed of piling, stone and concrete. All openings between the buildings will have fireproof iron doors, with asbestos filling. The house will be constructed after designs and plans made by E. M. Ashley, superintendent of all the Counselman houses. The house will be ready to receive grain July 14.

Last December the United Elevator Company of St. Louis, Mo., paid its usual dividend, and a few months after differences began to arise among the stockholders, who finally called for a division of the shares. Upon the report of great irregularities and shortages the stock of the company fell \$17 per share. The company, having urgent need to make deliveries, found a heavy shortage in the grain stock. It is said that no yearly crop inventory has ever been made, and that stealing had been going on for some time, and as it seemed that the committee investigating the affairs of the company could not determine the exact shortage, the Board of Railroad and Warehouse Commissioners was ordered by the governor to make a thorough investigation. State Grain Inspector O'Shea, upon order of the commission, weighed all the grain in the five elevators on the Missouri side of the river, and has reported a shortage of 158,000 bushels of wheat and 40,000 bushels of corn. President Webb M. Samuel presented this statement to the directors of the company. The required amount to balance this shortage, \$275,000, was borrowed; but the regular dividend of May was not paid, nor the bonds issued under the first mortgage which matured December 1. No change in the officers of the company is contemplated at present. The annual meeting of shareholders will take place in July.

OUR CARD BASKET

We have received calls from the following gentlemen prominently connected with the grain and elevator interests, during the month:

M. S. Lowry, Milwaukee, Wis.
J. H. Tromanhauser of Tromanhauser Bros., Minneapolis, Minn.
G. W. C. Johnston of Henderson, Johnston & Co., Pittsburg, Pa.
Geo. M. W. Reed, of The Pratt & Whitney Company, Hartford, Conn.
C. D. Sword, architect, of Henderson, Johnston & Co., Pittsburg, Pa.
J. S. Leas of the Barnard & Leas Manufacturing Company, Moline, Ill.
Geo. H. Dickey of the A. P. Dickey Manufacturing Company, Racine, Wis.
Fred Cranson, of The Huntley Manufacturing Company, Silver Creek, N. Y.
F. M. Smith, representing The Huntley Manufacturing Company, Silver Creek, N. Y.

The agricultural ant is a curious insect found in Texas and Mexico, which is said to till the ground, plant its own grain, harvest it and husk and store it, displaying great wisdom in all its farming operations.

The hemp crop in Kentucky is said to be threatened with extinction from a peculiar weed known as broom-sage. The tobacco crop in Central Kentucky is also said to be in great danger from the same weed, which fastens itself to the roots of the plant and prevents it from receiving any sustenance from the soil.



Tickets of membership to the New York Produce Exchange are held at \$390.

President C. J. McCullum of the Superior, Wis., Board of Trade has resigned, and another member will be elected to fill the office.

The hay and straw committee of the Baltimore Corn and Flour Exchange has fixed an inspection fee of 5 cents a ton on hay and straw, no less than 50 cents to be charged on any inspection.

The Chicago public grain elevator proprietors are preparing their bonds, which they will file July 1. They will be of the old form. It is expected the directors will demand some new conditions.

At the recent annual meeting of the Cleveland Chamber of Commerce it was announced that work would soon be commenced on a new chamber of commerce building, to cost from \$300,000 to \$500,000.

The directors of the Chicago Board of Trade adopted a protest against the passage of the bill which was before the Illinois Legislature regulating elevators of class A, as it is not different from the present law.

Chicago Board of Trade memberships have advanced to \$1,000. There has been a long list of applicants before the membership committee. The demand comes partly from people who are new to the business and partly from firms who are compelled to increase the number of their traders.

Hard times with the bucket shops means brisk trade with legitimate commission houses. The regular commission houses have not seen such a run of business as they are now doing for over two years. The leading firms are working their clerical forces overtime and some of them double time, while bucket shops are going to pieces every day.

The people who favored privilege trading in the fight that was on at Chicago at the first of the year were much amused to learn that a director of the Board and one of the anti-privilege people was interested in a complaint lodged with the directory of the Board which originated in a put and call transaction. The complaint was dismissed summarily as soon as its origin was learned.

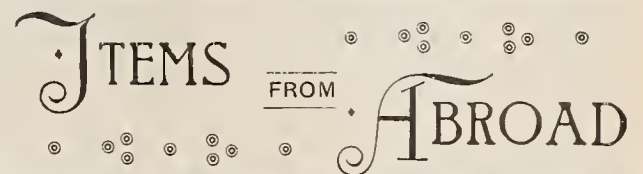
While failures of firms in the grain trade have been very frequent of late, they are chiefly concerns which do irregular trading. It is remarkable that, with the sharp advances in wheat, corn, oats, rye and provisions in the Chicago market, not more than one suspension has been announced on the Board of Trade. The volume of business has been beyond all precedent, with unusually sudden and wide fluctuations in prices, which none but solid houses could stand.

The Chicago Lake Line Agents' Association recently sent the following communication to the Board of Trade: "The question of storage and insurance charges on New England grain being brought to the attention of members of our association, the following preamble and resolution were carried: Whereas, The Chicago Board of Trade has decided that the transportation companies cannot hold grain at Buffalo for charges for insurance and storage which have accrued on shipment of which the part held is part thereof: Resolved, That we recommend to the association of lake lines to Buffalo that the lines put charges for storage and insurance on each and every lot of grain as hilled out or forwarded from Buffalo." The directors took no action relative to the notice.

The Angus Smith Elevators at Milwaukee have been declared irregular by the directors of the Chamber of Commerce. Mr. Smith refused to put up the required bond some four or five months ago, when the chamber declared certain elevators regular, which required that such elevators could not buy grain direct from agents in the country. Mr. Smith strongly opposed the passage of the resolution intended to bring about this result, and after its passage he openly declared that he would under no circumstances obey it. He has kept his word, notwithstanding that since the adoption of the new rule the St. Paul company and the Manegold mill have come in under the arrangement and given bonds that they will live up to the rule.

The annual election of the New York Produce Exchange was held June 3. The election became a hot fight between flour men and grain operators, in which the grain men came out ahead, the following officers being elected: Henry D. McCord, of the grain firm of H. D. McCord & Son, president; Frank Brainard, vice-president; F. H. Andrews, secretary; Edward C. Rice, treasurer; board of managers, F. H. Andrews, James B. McMahon, Henry McGee, Perry P. Williams, James Doyle and Elliott T. Barrows. L. B. Howe was re-appointed superintendent. Some of the committees appointed were as follows: Finance, Frank Brainard (chairman), David Dows Jr., Henry A. McGee; rooms

and fixtures, E. T. Barrows, E. G. Burgess; floor, J. W. Ahles, F. H. Andrews, Jas. B. McMahon; trade, E. G. Burgess (chairman), Perry P. Williams, W. T. Wardwell, John V. Jewell, David S. Jones.



The Central Argentine Railway recently built a large new elevator in Rosario to facilitate the handling of grain.

William Goodwin of Buenos Ayres estimates that the total exports of wheat from Argentine this year will amount to 35,000,000 bushels.

The Russian government has stated its intention to hold state railways responsible for shortage in weight of grain conveyed in bulk by them from the Russian frontier.

The Liverpool *Corn Trade News* estimates that the rye crop of Europe is short 200,000,000 bushels. Rye is a most important food product in Europe, Russia's crop last year amounting to 765,000,000 bushels.

The last Argentine wheat crop is estimated at 1,300,000 tons, leaving 1,000,000 for export and 300,000 tons for home requirements. Argentine millers are buying freely, fearing that they will run short of wheat.

During the five months from January 1 to May 1 Argentine exported to the United States 15,297 tons of flaxseed, to the United Kingdom 33,188 tons, to the Continent 56,516 tons. Flax-growing is increasing in South America and is on the decrease in North America.

The total exports from all Argentine ports during April included the following, estimated in tons of 2,204 pounds: Wheat, 233,104; corn, 437; flaxseed, 36,699; hay, 46,951 hales; flour, 43,606 bags. The total exports since January 1 were: Wheat, 604,812; corn, 4,232; flaxseed, 187,528; hay, 132,579 hales; flour, 222,497 bags.

The agricultural classes in England still keep up the protest against what they are pleased to term "gambling on exchanges." It is said that the Chancellor of the Exchequer has been giving close attention to the matter, and that papers have been submitted to Parliament showing that in the United States, Belgium and Germany enactments have been passed within the last two or three years for the prevention of such practices.

A recent report of the United States Consul at St. Petersburg gives the following estimates of Russian crops for 1894-95, reckoning in poods of about 36 pounds each: Grain harvested, wheat, 424,278,000 poods; rye, 1,105,382,000 poods; oats, 558,646,000 poods; barley, 228,384,000 poods. Estimated amount for export: Wheat, 221,078,000 poods; rye, 97,452,000 poods. The area under cultivation for winter crops has diminished in European Russia, the Caucasus and Poland to the extent of 28 per cent. of the total cultivated area.

From August 1, 1894, to May 18, 1895, Russia exported 11,942,000 quarters, of 480 pounds each, of wheat, against 10,481,000 quarters in the same time in 1893-94, and 7,305,000 quarters in 1892-93. The exports of rye, with same comparisons, were 4,380,000 quarters, of 480 pounds each, against 2,497,000 quarters and 996,000 quarters; barley, 8,926,000 quarters, of 400 pounds each, against 10,707,000 quarters and 4,226,000 quarters; oats, 7,269,000 quarters, of 304 pounds each, against 9,100,000 quarters and 2,070,000 quarters; maize, 2,101,000 quarters, of 480 pounds each, against 1,343,000 quarters and 882,000 quarters.

Judging by a recent official report from Siberia it would appear that the possibility of grain production in Russia is too nearly illimitable. It is stated that in the government of Tomsk the yield of grain in 1891 was 5,500,000 quarters (of 480 pounds each), against only 2,500,000 quarters in 1883. A similar extension has taken place in other provinces, and the area of virgin soil ready to be cultivated is said to be not less than 80,000,000 acres. But as against this the United States Consul at St. Petersburg reports that the area under cultivation for winter crops has diminished in European Russia, the Caucasus and the Kingdom of Poland to the extent of 28 per cent. of the total cultivated area.

Wm. Goodwin, writing from Buenos Ayres under date of May 1, says that the importance of an immense corn crop in Argentine that has all ripened well is now fully recognized, and the estimates are increasing, owing to the very heavy yield that has exceeded expectations in nearly every district. The weather has been favorable, and already shipments are being made from the Santa Fe districts that appear dry. This is an unusually early movement, and if weather keeps good for drying heavy shipments may be expected during June, and a total export of 60,000,000 bushels in twelve months is possible. Very little corn was shipped in 1894, and in 1893 only small quantities toward the end of the season.

CROP : CONDITIONS.

[Readers will confer a favor by sending us reports each month of the acreage and condition of growing crops, the amount of grain and hay in farmers' hands and stocks in store, for publication in this department.]

ILLINOIS, SPARTA, RANDOLPH CO., June 6.—Wheat will be a poor crop down in Egypt; there will not be one-half a crop. JAMES GORDON.

INDIANA, LINN GROVE, ADAMS CO., June 10.—The wheat crop in this vicinity will be about 50 per cent. of what is usually raised here. S. M. CLARK.

SOUTH DAKOTA, NEWARK, MARSHALL CO., June 10.—Crops never looked better in this vicinity, but the wheat average will not be so large as in former years. B. C. BIGELOW.

INDIANA, BRINGHURST, CARROLL CO., June 4.—Wheat is looking very bad here, although some of it is good. Corn looks well. If we get rain soon we will have a good crop. P. H. PLANK.

NEBRASKA, WALWORTH, CUSTER CO.—The flood-gates of heaven have been generously opened on this part of Nebraska. The small grain is looking fine and we expect a big crop of wheat. H.

NEBRASKA, LUSHTON, YORK CO., June 2.—The wheat crop in York and Fillmore counties will be very short—not over one-third of a crop. A good many of the mills will have to shut down, for they will not be able to get wheat. E. B. WELCH.

KENTUCKY, June 7.—Just now the prospects for a good crop of wheat and other small grain in this section are very flattering. The number of acres planted in wheat is from 25 to 30 per cent. smaller than last year, but the yield will be from 35 to 40 per cent. greater.—*Transcript, Lexington.*

IOWA, MERRIMAC, JEFFERSON CO., June 11.—We have had periodical showers which kept the ground in good tilth, but did not hinder cultivation. Corn, although small, looks well and is clean. The prospects for wheat are good. The late frosts damaged rye and oats to some extent. J. T. LA TURNO.

MANITOBA.—Reports from every station on the lines of the Canadian Pacific Railway in Manitoba and the Territories were received by Superintendent Whyte on Monday, and there is nothing unfavorable in any of them. They nearly all state that the outlook was never better at this time of the year.—*Winnipeg Commercial, June 10.*

TEXAS, June 7.—The acreage of wheat in Texas has been greatly reduced this year, and the crop will be very light. Conservative estimates place wheat at about one-third of a crop this year, not to exceed 2,000,000 bushels. The requirements of the state are 10,000,000 bushels, which must be shipped from outside the state.—*Gazette, Fort Worth.*

KANSAS, BLUE RAPIDS, MARSHALL CO., June 13.—The sick man, wheat, is improving greatly here. The acreage is about three-fourths of last year's, and I think there will be about 60 per cent. of a crop this year. There is yet considerable wheat in farmers' hands which they are holding for a dollar. Corn and oats are looking fine. We are paying 75@30 cents for good milling wheat. J. B. MILLER & SON.

OHIO—The Ohio Department of Agriculture's official report on the condition of crops June 1 shows wheat, condition compared with an average, 68 per cent.; barley, 70 per cent.; rye, 72 per cent.; oats, 64 per cent.; clover, 65 per cent.; timothy, 62 per cent.; timothy, damaged by grub worm, 6 per cent. The May frost injured the young corn so much that replanting has been general all over the state.

FLAXSEED.—Last year's acreage devoted to flax was generally considered greater than it had been since 1891, when the government report claimed a yield of 15,455,000 bushels, which, judging from the distribution of the crop, proved far too low. The report estimates last year's crop at 7,250,000 bushels, or less than one-half of the amount harvested in 1891. This season it is generally believed by parties in best position to judge that the Northwestern acreage is very much larger than that of last, owing to a decrease in wheat acreage and at the same time a full average extension of cultivated area. But best of all, in the states where the acreage is largest, the prospects are good for an abundant crop.—*Market Record.*

ONTARIO.—A bulletin has been issued by the Ontario Bureau of Industries on the condition of the crops in the province. Fall wheat has suffered considerably in the western part of the province. In several fall wheat counties the crop has been thinned out nearly 50 per cent. In the western portion very little loss is reported. Winter rye, very little grown, but what there is looks well. Spring wheat, acreage smaller than usual this year. Barley and oats, injured by frost, but expected to recover. Peas were sown late, will be a good crop. Corn, conditions considered favorable. Beans, roots and potatoes, early plants damaged by frost. Hay and clover, condition of hay

promising: clover injured by frost; timothy checked in growth.

MANITOBA.—The first official crop bulletin of the Manitoba government was issued June 8. The estimated increase in acreage for the year is 290,380, of which 130,090 acres are in wheat. The total wheat area is placed at 1,140,276 acres; oats, 482,658; barley, 153,859. Correspondents of the government are unanimous in their reports that the crop prospects were never brighter at this season of the year than they were June 1, on which date the reports were forwarded. There was a cold dip June 7, which may change the situation, however.

WISCONSIN.—The Wisconsin weather and crop bureau issued its bulletin June 11. The report says: Crops of all kinds have made great advances, and the general conditions are probably above those of an average season. Cut worms have injured corn in many portions of the state, making it necessary in some cases to replant, but the damage from this source is by no means widespread, and the general condition of this crop is excellent. The few fields of winter wheat in the eastern portion of the state are doing remarkably well, and are heading out. Spring wheat where sown is doing finely, and the stand could not be better. Oats are looking well, though a few fields show yellow spots which are thought to be rust, and it is expected this crop will come out all right. Late potatoes are still being planted, though that crop will be in by the end of this week.

ILLINOIS.—In reply to the many inquiries concerning the condition of the growing wheat crop the following bulletin was issued by the State Board of Agriculture June 7. The information presented has been carefully gathered from reliable wheat growers operating throughout the wheat belt of the state: On the first of May the prospect was all that could have been wished for, when the general condition over the state was fixed at 92 per cent. of an average. About this time a severe drouth set in, and has done great damage throughout the wheat area. The damage done by the hessian fly and chinch bug, of which there has been greater complaint than any season in the past ten years, has been very great in every locality where wheat is extensively raised. Many fields have been plowed up and planted to corn and other crops. In a tour extending over an area of over forty counties not one single county can be reported above 75 per cent. of an average condition for June 6, while the general average for the wheat belt is not greater than 62 per cent. of an average condition for this date. The recent rains have been very beneficial to all vegetation, but it is hardly possible that they can make the condition of the growing wheat good for more than two-thirds of an average yield.

MICHIGAN, LANSING, June 7.—The Michigan monthly crop report for June is not encouraging. The condition June 1 in the southern, central and northern sections, and for the entire state, was 66, 83, 87 and 75 respectively. The condition for southern counties and the state was lower but once before in ten years. Wheat is only from six inches to a foot high, and is in head. It is thin on the ground, and throughout the southern counties is being damaged by insects. Correspondents in this section generally report damage from Hessian fly, insects, midge, etc. The number of bushels of wheat reported marketed in May is 376,947, as compared with 818,747 reported marketed in May, 1894, and the amount marketed in the ten months from August to May is 10,047,489 bushels, as compared with 13,431,945 bushels in the same months last year. The acreage planted to corn slightly exceeds and the acreage sown to oats fully equals the acreage in average years. Meadows and pastures are in poor condition. The figures for the southern counties are 67; central, 75; northern, 85, and state, 71. The certain deficiency in the hay crop will be largely supplied by corn which has been planted for fodder. Clover sown this year appears to have made some growth, but generally the condition is not promising. Correspondents estimate apples at 47 per cent. and peaches at 63 per cent. of an average crop. These low estimates are confirmed by a large number of reports from fruit specialists. In many localities, however, peaches promise a full crop.

ILLINOIS, GRAYVILLE, WHITE CO., June 11.—I was out in the wheat fields a good part of yesterday and find that scarcely the whole truth has been told in regard to the damage to the crop. No man can form any correct idea of the quality of the wheat flying by in a railroad coach, or even driving by in a buggy. He must get into the field and strip the apparent heads of wheat through his fingers to know whether they are chaff or wheat. I send you a fair sample of the different stages of the heads from nothing to good. Two heads wrapped separate are from an old field with poor clay hills. The wheat is thin on the ground. The field has scarcely any blighted heads in it and will make about 10 bushels per acre of good wheat; while the fields from which I send you heads of chaff have the straw for and the appearance to passers by on the outside of 25 to 35 bushels per acre. But it will not make over 10 to 15 bushels per acre of medium grade wheat. The wheat fields are a subject for extensive investigation and quite a curiosity this year. Some heads that look at arm's length as though they were heads of wheat, yet when stripped through

the fingers are nothing but chaff. Other heads have one or two grains at the top, a few at the bottom and balance blank. I do not think we can have over half a crop, and if the present excessively dry and hot weather continues we are likely to fall short of that. This extensive damage has been charged to fly, chinch bugs, dry weather, hot weather and frost. In my opinion frost has done more damage than all else from the fact that the rank and forward wheat on strong land is where you find the heads of chaff. And on the poor land, where the wheat was small when the frost came, we have thin, short wheat, but fair heads and grain. There is where we will get our best wheat this year. F. M. LAUTERMAN, Superintendent for Jolly & Prunty. [In all, 26 heads of wheat were sent to us. The two heads from clay hills are more matured than other heads and are fairly well filled. Of the remaining 24 heads, each of which seems to be well developed, 9 contain no grains, 10 contain 1 to 5 grains and the other 5 heads will average 7 grains each.—Ed.]

GOVERNMENT CROP REPORT.—The report of June 1, consolidated from the returns of the correspondents of the agricultural department, makes the acreage of winter wheat at present growing, after allowing for abandonments, 96.1 per cent. of the area harvested in 1894. The percentages of winter wheat acreage upon the basis indicated of the principal states are as follows: Ohio, 95; Michigan, 90; Indiana, 93; Illinois, 95; Kansas, 87, and California, 115. The percentage of spring wheat area for the entire country is 99.5 per cent., being but a slight reduction from last year's area. The percentages of spring wheat acreage of the principal states are: Wisconsin, 107; Minnesota, 100; Nebraska, 101; North Dakota, 100; South Dakota, 100. The condition of winter wheat has fallen decidedly since last reports, being 71.1 per cent., against 82.9 on May 1. The condition reported June 1, 1894, was 83.2 per cent. The percentages of the principal states are as follows: Ohio, 70; Michigan, 77; Indiana, 56; Illinois, 51; Missouri, 70; Kansas, 37; Nebraska, 37; California, 102. The condition of spring wheat shows an average for the whole country of 97.8 per cent., and for the principal spring wheat states as follows: Minnesota, 109; Wisconsin, 97; Iowa, 101; Nebraska, 60; South Dakota, 98; North Dakota, 99; Washington, 96; Oregon, 99. The average percentage of all wheat is 97.1, and the condition of same is 78.6 per cent. The preliminary report places the acreage of oats at 103.2 of last year's area. The returns make the condition 84.3, against 87 last June. The returns as to barley make the average condition of the crop June 1 as 90.3 per cent., against 82.2 last year. The acreage in rye is 96.7 of that of last year. Average condition June 1, 85.7 per cent. The acreage of rice is 100.2 per cent. of last year, the condition 89.2.

THE FAIR WHEAT SOLD.

One of the greatest deals ever made in wheat has passed into history: 179,405 tons of wheat, comprising the balance belonging to the estate of James G. Fair, stored at the Porta Costa warehouse, has been sold to a syndicate of dealers, composed of George W. McNear, Balfour, Guthrie & Co., Eppinger & Co., and Girvin, Baldwin & Eyre. The wheat was divided as follows: George W. McNear, 60,000 tons; Eppinger & Co., 57,405; Balfour, Guthrie & Co., 50,000 tons; Girvin, Baldwin & Eyre, 12,000 tons. The rate paid for the wheat was \$17 a ton. Some of the buyers were creditors of the estate, McNear's bill for storage alone being \$110,000. The commissions on the sale will amount to about \$89,000, or 50 cents a ton, of which L. W. McGlauffin & Co. will receive \$45,500. The wheat will be loaded for the English market without delay, the four buyers having control of the tonnage in port.

In August, 1893, Senator Fair, following a reliable tip, began to purchase wheat with the intention of cornering the market. He came near succeeding, but failing he found himself with 200,000 tons of wheat for which he had paid considerably over the market price. His agents, McGlauffin & Co., made several attempts to unload his holding, but the enormous quantity prevented the consummation of their plans. The storage charges amounted to a large sum each month. The sale of this wheat relieves the Pacific Coast trade of a bugbear which has long had a depressing influence on the market.

THE DECATUR MEETING OF GRAIN DEALERS.

Those who expect to attend the annual meeting of the Illinois Grain Dealers' Association, to be held at Decatur, June 19, should bear in mind that Decatur is one of the principal cities on the line of the Wabash Railroad, being the focal point of the lines of that system from the North, East, South and West. The train service from every direction on these lines is excellent. From Chicago, for instance, there are four daily trains for Decatur, namely, at 8:10 A. M., 11:03 A. M., 2:20 P. M. and 9:00 P. M. For tickets, reservations and any information in regard to this trip, call at ticket office, 97 Adams street, or write F. A. Palmer, 310 Marquette Building, Chicago, Ill.

Latest Decisions.

Rights of Partners.

Where a partner advances his own funds to meet firm obligations, he is entitled on an accounting with his partners to be credited with interest from the date of the advancement. *Coldren vs. Clark* (Supreme Court, Iowa), 61 N. W. Rep. 1045.

Rights Under Bill of Lading.

Where a bill of lading is attached to a draft, as security, and the draft together with the bill of lading is afterward transferred to another, who pays full value for them, such transfer will be subrogated to the rights of the original owner. *First National Bank vs. N. Y. Cent. & H. R. R. Co.*, 32 N. Y. S. R. 604.

Lien for Crops—Priority.

The Supreme Court of Georgia held, in the recent case of *Ducan vs. Clark*, that although the special lien of a landlord for rent on crops made upon land rented from him dates from the maturity of the crops, and is superior in dignity to the lien of an older common law judgment against the tenant, yet, where the rent is payable in money, and the tenant delivers the whole or a portion of the crops to the landlord in payment or satisfaction of the rent debt, the landlord takes the same subject to the lien of the older judgment, and cannot resist the enforcement thereof by claiming the property, but must assert the priority of his lien for the rent by foreclosing the same and claiming the proceeds of the sale.

Care Required in the Use of Fire.

Fire is very largely an indispensable element in manufacturing. Whoever employs it for any purpose under circumstances which render it especially dangerous to others is held to the exercise of more care and caution than is one who employs the same element for a less dangerous purpose. Yet the degree of care is the same in either case. Reasonable care, only, is required; and this must be proportionate to the risks to be apprehended and guarded against, says the Supreme Court in a recent Minnesota case (*Day vs. H. C. Akeley Lbr. Co.*). Consequently where fire is used for manufacturing purposes, if used with proper safeguards and without negligence, no liability attached for damages caused by its escape.

Commercial Speculation—Gambling.

The highest legal authority in England does not look with favor on the plea that speculation necessarily is gambling. A case carried up to the judicial committee of the Privy Council recently called out some remarks from the Lord Chancellor in delivering judgment which are worth quoting. He said a contract cannot properly be described as a gaming contract merely because it is entered into in furtherance of a speculation. "It is a legitimate commercial transaction to buy a commodity in the expectation that it will rise in value, and with the intention of realizing a profit by its resale. Such dealings are of everyday occurrence in commerce. The legal aspect of the case is the same, whatever be the nature of the commodity, whether it be a cargo of wheat or the shares of a joint stock company. Nor, again, do such purchases and sales become gaming contracts because the person purchasing is not possessed of the money to pay for his purchases, but obtains the requisite funds in a large measure by means of advances on the security of the stock or goods he has purchased."

Bill of Lading—Warranty.

A decision of considerable interest to shipowners was rendered by the Supreme Court of the United States in the matter of the libel in admiralty against the steamship *Caledonia*, by Henderson Brothers. It appears that the libellants shipped cattle by the steamer, and by reason of the prolonged voyage lost money through decrease in weight and fall in prices. The bill of lading relieved the steamship company of liability for loss or damage from delays or defects in boilers or machinery. The case was tried in the Circuit Court of Massachusetts, which found that "there was a warranty that the vessel was seaworthy at the time of sailing from Boston, that the warranty was not affected by the exceptions in the bill of lading, that the breach of the warranty was the cause of all the damage claimed, and that the libellants were entitled to recover \$7,850 and interest," and judgment was given for that sum. The defense was that the breaking of the shaft was due to a latent defect that could not be discovered, and that the steamship company was not liable for the damage caused by the resulting delay; that the exceptions in the bill of lading protected it. The Supreme Court in the opinion affirming the judgment said: "In our opinion the shipowner's undertaking is not merely that he will do and has done his best to make the ship fit, but that the ship is really fit to undergo the perils of the sea

and other incidental risks to which she must be exposed in the course of the voyage, and, this being so, that the undertaking is not discharged because the want of fitness is the result of latent defects."

Merchant—Place of Business.

Under a statute providing that "the personal property pertaining to the business of a merchant * * * shall be listed in the town or district where his business is carried on," the Supreme Court of Minnesota held (*Minneapolis & Northwestern Elevator Company vs. Commissioners of Clay County*) that the place where the business is carried on, within the meaning of this statute, is the place where the property is kept for sale, and that the mere buying of the property in some town or district other than that of his residence would not render it assessable at the place of purchase.

Richards' Patent on Grain Transferring Apparatus is Void.

The case of *Edward S. Richards vs. The Chase Elevator Co. of Chicago*, which was appealed from the Circuit Court of the United States for the Northern District of Illinois to the Supreme Court of the United States, has recently been decided in favor of the defendants.

This case was a bill in equity for the infringement of letters patent No. 308,095, issued November 18, 1884, to the plaintiff Richards, for a grain transferring apparatus.

The purpose of the invention, as stated by the patentee, was "to provide improved means for transferring and weighing grain without mixing different lots or loads with each other, thus preserving the identity of each lot while it is being transferred from one car to another."

The device in question was substantially one for shifting grain from one car to another through an elevator, by means of which the grain is raised from one car to a hopper in the elevator, where it is weighed and discharged into another car. Mr. Justice Brown, who delivered the opinion of the court, said: While patent cases are usually disposed of upon bill, answer and proof, there is no objection, if the patent be manifestly invalid upon its face, to the point being raised on demurrer, and the case being determined upon the issue so formed. We have repeatedly held that a patent may be declared invalid for want of novelty, though no such defense be set up in the answer. (*Dunbar vs. Myers*, 94 U. S. 187; *Slawson vs. Grand Street R. R. Co.*, 107 U. S. 649; *Brown vs. Piper*, 91 U. S. 37.)

The patent in question is for the combination of (1) a fixed or stationary building; (2) two railway tracks; (3) an elevating apparatus; (4) elevator hopper scales, having a fixed or stationary hopper, provided with a valve or slide in its bottom; (5) a discharge spout, arranged for discharging the grain directly from the hopper into a car.

The second claim has the same combination duplicated, with the addition of a horizontal conveyor; the chutes having therein doors or valves, and the slides or doors.

It is not claimed that there is any novelty in any one of the elements of the above combination. They are all perfectly well known, and if not known in the combination described they are known in combinations so analogous that the court is at liberty to judge of itself whether there be any invention in using them in the exact combination claimed. We do not feel compelled to shut our eyes to a fact so well known as that elevators have, for many years, been used for transferring grain from railway cars to vessels lying alongside, and that this method involves the use of a railway track, entering a fixed or stationary building; an elevator apparatus; elevator hopper scales for weighing the grain, and a discharge spout for discharging the grain into the vessel. There is certainly no novelty in using two railway tracks instead of one, or in discharging the grain into a second car, instead of a storage bin or a vessel. Unless the combination accomplishes some new result, the mere multiplicity of elements does not make it patentable. So long as each element performs some old and well-known function, the result is not a patentable combination, but an aggregation of elements. Indeed, the multiplicity of elements may go on indefinitely without creating a patentable combination, unless by their collocation a new result be produced. Thus, nothing would have been added to the legal aspect of the combination in question by introducing as new elements the car from which the transfer was made; the engine that drew such car; the steam shovel; the engine that operated the shovel and the elevator; as well as the locomotive which drew the loaded car from the building, though these are all indispensable features, since each of them is an old and well-known device, and performs a well-understood duty.

Suppose, for instance, it were old to run a railroad track into a station or depot for the reception and discharge of passengers, it certainly would not be patentable to locate such station between two railroad tracks for the reception of passengers on both sides, and to add to the accommodations a ticket office, a newspaper stand, a restaurant and cigar stand, or the thousand and one things that are found in buildings of that character. It might as well be claimed that the man who first introduced an elevator into a private house,

it having been previously used in public buildings, was entitled to a patent for a new combination.

Not a new function or result is suggested by the combination in question. The cars run into the building on railway tracks, as they have done ever since railways were invented. The building is fixed and stationary, as buildings usually are. It is no novelty that it should contain an elevating device, and that the latter should raise the grain to the hopper scale and should discharge it either into a bin or a vessel, or into another car. In principle it makes no difference which.

In fact, the combination claimed is a pure aggregation, and the decree of the court dismissing the bill is, therefore, affirmed.

OBITUARY

A. M. Knight, grain dealer at Pontiac, Mich., died recently.

C. H. Peters, dealer in grain and hay at St. John, N. B., died recently.

W. H. Saunders, who operated the elevator at Rockford, Mich., died recently.

M. Hockwald, dealer in grain and groceries at Calvert, Texas, died recently.

John F. Dean, grain dealer of Duluth, Minn., died May 30 at the age of 76 years.

John Holly, of the firm of Prior & Holly, dealers in grain and hay at Holyoke, Mass., died recently.

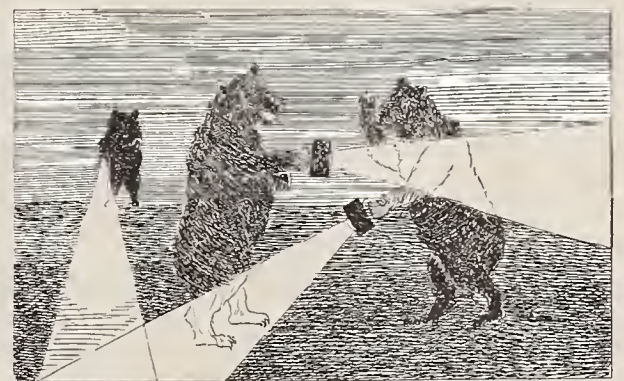
Horace Belden, member of the firm of Belden & Co., dealers in grain and beans at Brockport, N. Y., died recently.

William Holt, a wealthy grain dealer of Tiffin, Ohio, died May 9 at the age of 74 years. He was the oldest grain merchant in the county.

James F. Canfield, a member of the Chicago Board of Trade and for ten years the confidential man for I. N. Ash & Co., grain and provision dealers, recently died suddenly, it is supposed of heart disease, at the age of 50 years. Mr. Canfield was well known in grain circles. He was one of the best posted men in the trade, especially regarding crops, upon which subject he was an extensive writer.

Frank H. Ryan, a well-known member of the St. Louis, Mo., Merchants' Exchange, died May 28 of diabetes, aged 50 years. Mr. Ryan went to St. Louis in 1865 without resources. He found employment in a grain warehouse, and after many backsets secured a foothold in the grain commission business. He was president of the Ryan Commission Company and of the Terminal Elevator Company, both prosperous concerns. For two years Mr. Ryan has been practically an invalid, his malady being diabetes and enlargement of the liver.

THE WAIL OF THE BEAR.



I'm searching low, I'm searching high,
My misery is complete.
I've lost somewhere a great supply
Of No. 2 Red wheat.

I'm sure I left it somewhere here
A couple of weeks ago.
It certainly must be somewhere near;
Its loss does worry me so.

It used to stand where all could see,
And prices tumble low,
But now they're getting the best of me;
Wherever did it go?

Oh! help me find my great supply,
Or life will be a blank,
I'll soon be busted up sky high.
And the bulls will own a bank.

—Zulu's Circular.

A new chief grain inspector for the state of Missouri will be appointed by the Board of Railroad and Warehouse Commissioners the last of October.

Fires, Casualties, Etc.

M. F. Miner's elevator at Kalamazoo, Mich., was burned June 9.

W. S. Ernest's elevator at Dundee, N. Y., was destroyed by fire recently.

The Cameron Elevator at Vernon, Texas, was burned recently, together with a quantity of wheat. Loss \$4,500.

In a general conflagration at Geneva, Ind., June 11, J. D. Hale's elevator was destroyed, entailing a loss of \$10,000.

Watters & Dennis' hay and flour warehouse at Dubuque, Iowa, was burned recently. It was insured for \$2,000.

Judson Spaulding, a farmer near Prairie Center, Ill., recently lost his cribs by fire, together with 2,000 bushels of corn.

The Perry-Frazier elevator at Athol, Kan., was burned May 25 at a loss of \$2,000, which was partially covered by insurance.

John Gara, grain buyer of Bozeman, Mont., sustained severe injuries recently in a runaway accident, several ribs being broken.

The Grandin Elevator at Alton, N. D., was burned May 17, together with 45,000 bushels of wheat. The elevator was valued at \$12,000.

Geo. E. Sears & Son, dealers in grain, etc., at New Orleans, La., sustained a small loss by fire recently, which was covered by insurance.

M. F. Potter, a farmer of Tripoli, Ill., sustained a heavy loss by fire recently, his farm buildings, stored with grain, hay, etc., being destroyed.

The Andrews & Gage elevator at Murray, N. D., with 20,000 bushels of wheat, burned May 26. Insured. The fire started in the elevator leg.

Killingsworth & Hill's grain warehouse at McKinney, Texas, was burned May 14, together with a quantity of grain, at a loss of \$6,000; partly insured.

The granary owned by Cole & Beatty at Transfer, Pa., caught fire recently from a spark from a passing engine, but was extinguished before much damage was done.

W. B. Browne & Co.'s elevator and mill at Simcoe, Ont., burned May 15. The total insurance amounted to \$13,000. Spontaneous combustion is assigned as the origin of the fire.

The Monett (Mo.) Mill and Elevator were destroyed by fire June 6, together with 15,000 bushels of wheat and 80,000 pounds flour. The total loss was \$50,000; insurance \$11,500.

Joseph Stringham's elevator at Oshkosh, Wis., collapsed May 15 with a weight of 20,000 bushels of grain, most of which was saved. It was erected in 1852 and will not be rebuilt.

Arthur Armington's elevator at Elkhart, Ill., containing 40,000 bushels of corn, was destroyed by fire May 17, entailing a loss of \$25,000, which was partially covered by insurance.

The elevator at Malden, Ill., owned by Jas. H. Dole & Co. of Chicago, and operated by E. Fisher, was destroyed by fire May 21. It contained considerable grain and the loss is \$10,000; insured. It is supposed to have been incendiary.

P. Ballantine & Sons' malthouse, grain elevator and ale and porter brewery at Newark, N. J., was burned June 4. The building, eight stories high, with its stock of grain, will be a total loss. The total loss will amount to \$225,000; insured.

R. L. Dicks' elevator at Oakford, Ill., burned May 13, the fire catching from sparks from a passing locomotive. Two cars containing 2,000 bushels of shelled corn and a crib containing 2,600 bushels of corn owned by Henry, King & Hamilton were also burned. Total loss \$10,000.

The fire which destroyed McMorran & Co.'s large elevator at Port Huron, Mich., May 12, is said to have started from a spark in the dust room. The loss on the elevator and contents is estimated at \$200,000; insurance on the elevator \$42,050, on grain \$62,100. It will be rebuilt.

Albert Marlatt's elevator at Covington, Ind., was destroyed by fire May 18. Mr. Marlatt had 1,000 bushels of corn and 1,500 bushels of wheat stored. His loss on the building is \$2,000; insurance \$1,000; insurance on grain \$1,500. There was about 3,000 bushels

more of grain belonging to different parties, on which there was little or no insurance.

I. Manion's elevator at Nelson, Neb., which contained 3,500 bushels of wheat and 500 bushels of corn, was destroyed by fire May 25. The loss is estimated at \$6,500; insurance on grain and elevator \$4,500. The fire is supposed to have been of incendiary origin.

TOOK A BEAR'S ADVICE.

Here is one of the stories told about the recent excitement on 'Change caused by the rise in the price of wheat:

Just before the rise a conservative dealer, who wanted to make \$50 with which to buy a road cart, went to a rampant bear, saying that he would like very much to realize the cost of the cart, and asked his advice in the matter. "Sell 5,000 bushels of wheat," was the answer. This was promptly done.

The next morning, on reaching the Exchange floor, the conservative dealer found to his dismay that he was \$100 "out," as wheat had advanced. Acting on the advice of his bear friend he sold 5,000 more, only to find that the next morning brought fresh disaster. He was then out over \$300.

In an agony of apprehension he again went to the bear, who told him to "double up." Again he sold and his loss rose to \$1,000. Then, in a feverish desire to make the wheel of fate reverse, he again sought his friend—to be met with the same advice—which once more followed was once more equally unfortunate in results. Then the conservative dealer thought he had enough.

The victim of this affair is no longer seeking advice about raising money with which to buy a cart. In fact, it is said that, acting on his own intuition, he has already made good his losses and now owns the cart.—*Baltimore Sun*.

CEREAL CROPS OF JAPAN.

The London *Journal of the Society of Arts* says: "An estimate has been made of the area, yield and total production of the principal cereal crops of Japan in the ninth annual report of the Japanese Department of Agriculture and Commerce, which has just been issued. The most important cereal crops of the country, next to rice, are barley and wheat.

"Barley is cultivated in almost all provinces, and, either as flour or whole grain, boiled with various quantities of rice, is used as very common food, both by farmers and other classes of people in Japan. For this purpose it is whitened like pearl barley, steeped for five or six hours in water, and then boiled. One of the most common articles of food in Japan is miso, which is prepared by pounding together boiled soy beans, salt and the koji, or yeast, prepared from common barley. Barley is also used for brewing beer, making confectionery, and for food for horses and cattle. Its straw, bleached and plaited, is much used for manufacturing summer hats and other articles.

"Wheat is cultivated in nearly all the provinces. It is principally used for preparing soy, vermicelli and various kinds of confectionery. For preparing oumen (a kind of vermicelli) wheat flour is made into dough with salt water, and then drawn out into fine threads, which are cut into certain lengths. The only difference between oumen and common vermicelli is that no oil is used in the preparation of the former. For preparing undon, a kind of macaroni, ten parts of wheat flour and three parts of potato starch are kneaded by hand, with a certain quantity of brine, then rolled out into thin sheets, folded into layers, which are cut into fine threads and dried by the sun.

"Wheat straw is used for thatching roofs and for similar purposes. A small quantity of both barley and wheat is annually exported to foreign countries, the former chiefly to Hong Kong and Vladivostok, and the latter, in the form of flour, to Russia, Corea, etc., and in the form of grain to Hong Kong, England, etc. The manufacture of straw plait and other straw goods from bleached barley stalks is assuming large proportions in Japan. Some farmers bleach the straw of the barley which they have grown in the intervals between field work, and sell to the plait manufacturers; but the farmers generally—after harvesting and threshing the barley—cut the upper part of the straw to the length of about one foot, and sell it to the straw plaiters. Although Japanese straw is not so good as that of Italy, it is better in quality than that of China and other countries. In Japan, articles of straw, especially toys, have been made for many centuries, but recently, on account of the increasing exportation of straw plait to foreign countries, and especially to the United States, the manufacture of plait has increased year by year. The area under barley in 1893 was estimated at 3,232,000 acres, and the product 68,700,000 bushels; wheat, 1,642,000 acres and 16,477,000 bushels; total cereals, exclusive of rice, 4,274,000 acres and 85,177,000 bushels."

The local grain dealers in Decatur are making arrangements to entertain the visiting members of the Illinois Board of Trade, which will convene in that city June 19. Two hundred are expected. The annual election of officers will be held.—*Journal, Springfield, Ill.*

PERSONAL

W. E. Spaulding is operating Hergets' new elevator at Morton, Ill.

Charles Gardner has taken charge of Scott Darter's new elevator at Ladoga, Ind.

H. W. Pollock, of the firm of the Pollock Bros. Grain Company, Collison, Ill., was recently married to Miss Azubah Hall of Manning.

William Beck, formerly bookkeeper in Miner & Co.'s elevator at Cedar Rapids, Iowa, has taken full charge of that company's elevator at Shellsburg, Iowa.

Thos. W. Cragnon, a grain and hay merchant of Smithfield, Utah, is a sprinter of ability. He is going to enter a walking contest July 4 for stakes of \$500.

WEIGHING GRAIN INTO LAKE VESSELS.

The Milwaukee *Journal* says: The Lake Carriers' Association had a communication before the Chamber of Commerce directors, recently, asking that the official weigher supervise the loading of grain from elevators into boats. Similar communications were also sent to the Chicago and Duluth Boards and all were requested to take some action for the betterment of the weighing system that is now prevailing.

The object is to prevent the shortages in cargoes which continually occur. After discussing the matter at considerable length the Milwaukee Chamber of Commerce directors referred it to the supervisors of weighing and grain inspecting.

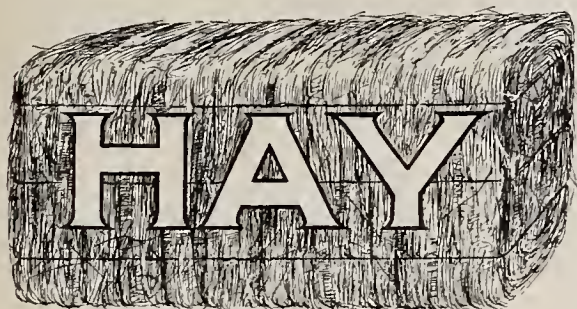
Almost from the foundation of the Chamber of Commerce, the official weigher has had charge of the weighing, but in name only in the majority of cases. The sum which the official weigher was to receive was thought to be exorbitant by most of the vessel owners and they have for a number of years had some clerk do the work at little, if any, expense.

WINTER WHEAT AT A PREMIUM.

Will winter wheat get to a premium over spring? Two months ago the spring wheat was 6 cents over the red winter. Now the red and the spring are at the same price. The expectation is that, as a result of the shifting of these premiums, the July wheat will get to a premium over September. That will make the elevator people and the carriers very unhappy, and yet it seems likely it will take place. The difference now is not nearly enough, of course, to pay the carrying charges for two months. But it looks as if the winter wheat, ample as the stock here is just now, might become scarce. At the same time the unusually fine spring wheat prospects are apt to release the present holdings of hard wheat, and to, in addition, cause a great deal of selling of September in this market by the northwestern people. In other words, it looks as if there would be no pressure on the July because of the winter wheat harvest, but as if there might be great pressure on the September in anticipation of the spring grain harvest. W. T. Baker has been arguing for six months that winter wheat would sell at a premium over the spring, and it looks as if this prediction of his, which seemed wild at the time, might come true along with some other of his prophecies which seemed equally improbable.—*Chicago Times-Herald*.



THE MAN OF THE HOUR.



Hay is said to be greatly in demand in Northern Arizona.

William Tillotson, hay dealer, formerly of Fayette, Ohio, has moved his business to Adrian, Mich.

At a fire at Fort Hancock, Texas, May 11, 1,000 tons of hay were destroyed, entailing a loss of \$5,000.

Baled hay is a modern invention, and was introduced in Europe from the United States, between 1860 and 1870.

The Western Hay Company of Kansas City, Mo., received the first car of new hay shipped to that market last month.

W. B. McCloud has moved from Hyattville to Columbus, Ohio, where he will continue the handling and shipping of hay.

The barns of the Schlitz Brewing Company at Milwaukee, Wis., were destroyed by fire June 10, together with 1,500 tons of hay.

It is to the interest of every shipper to have his hay properly baled, and the shipper who has not a first-class hay press is losing money.

The first car of hay to be inspected at Baltimore, Md., under the grades adopted by the National Hay Association was sold May 14 by England & Hynson.

It is said that the old wooden frames used for baling hay in 1830-40 are still employed by farmers along the Hudson River. Where is the machinery agent and the country buyer?

A car of new hay was received at Chicago, June 12, from Kansas. It was of choice quality and sold at \$1,200 on track. Last year the first car was received from Illinois on June 13.

A report from Montreal states that Canadian hay will continue to find its way to British ports by way of New York and Boston, owing to the cheaper rates of freight by the American route.

Algeria is evidently pushing its hay trade, and France has done more this year than last, a fact due, no doubt, to the circumstance that France had a comparatively short crop of hay in 1893.

Many of the largest markets have adopted the grading and inspection rules of the National Hay Association, and it now remains with the receiver to let the shipper know what the grades are and what they mean.

It is said that the consumption of hay in the United States has been decreasing rapidly, the decreased demand being particularly noticeable this year. Electric, cable and elevated railways have done much to lessen the demand for hay, and even the bicycle has probably done its share. If the quantity must be reduced let the quality be made better in proportion.

There is a remarkable and continued falling off in the quantity of foreign hay going to England. During the month of April the imports amounted to only 8,121 tons, and of this quantity 5,256 tons were sent by the United States. The next largest exporter was France with only 923 tons. In April, 1893, 35,560 tons were received into the United Kingdom, of which 25,833 tons were from the United States, while Russia sent 4,121 tons, and Holland 1,373. The total quantity of hay imported into the United Kingdom in 1893 amounted to 263,050 tons and in 1891 to 254,214 tons.

In comparison with grain, facilities for handling hay have received but little attention from railroads, who have not been convinced of the necessity for proper terminal facilities. Railroads get a large percentage of their earnings from handling hay and dealers are beginning to think they ought to have storehouses at the large terminal points, where cars can be unloaded, inspected and graded immediately upon arrival. Lack of such facilities has long been a great inconvenience to receivers and an impediment to their business. A few cities have these provisions, but many have not. This is one of the questions that will be discussed at next meeting of the National Hay Association at Cincinnati, September 24.

HAY IN THE SOUTH.

In past years the Southern and Southeastern states have depended almost entirely upon the Northern hay fields for their supply of cured grass. Why this should be so we were never able to learn. During the last few years, however, there has been growing an idea among Southern farmers that they have everything

necessary to make good crops of tame grasses. One thing that has had a tendency to cause Southerners to look into the hay question has been the high price of Northern hay in their markets, caused in a great measure by the high rates of freight that are charged by Southern railroads. Kansas City has been, up to the past year, the heaviest shipping point to the South; but the conditions prevailing during the past year, viz., reduced tariff on Canadian hay, short crop in two or three of our main hay producing states and high freights, have kept this market out of the South. Now, if Kansas City is going to be permanently barred from one of her largest outlets, what will be the result? This year we have been very successful by reason of the demand in Iowa and Nebraska, but both states will in probability be shippers during the coming season, instead of consumers. Our salvation lies in the reduction of the freight rates from Memphis south.—*Home Market and Stockman.*



DEALING BY PUBLIC WAREHOUSEMEN.

The law evidently intended to separate the business of storage from the business of buying and selling, and this intent was carried out clearly in the statutory language used for the purpose. If warehousemen persist in enjoying the advantages of storing their own grain and buying and selling it, they must adopt some subterfuge or evasion. It cannot be done openly as a mere matter of business routine.—*Chicago Herald.*

SPECULATIVE HISTORY.

After wearing out the patience, faith and pocket-books of thousands of speculators and legitimate holders the wheat market has gone booming beyond the expectations of the most sanguine. It was ever so. There is no pleasure in speculation. If a man could stop when he has made something it wouldn't be so bad, but there is not one in ten thousand that can stop until it is all lost again, with much more besides.—*Chicago Drovers' Journal.*

THE GROWING WHEAT.

The damage, whatever it may turn out to be, having occurred between St. Louis and Chicago, in the very midst of the wheat speculators, as it were, under their very eyes, has naturally had an effect that it would not have had had it occurred farther afield, say in Russia or India, and when it is considered that the whole commercial world from China to Peru were using Chicago as a sort of free insurance bureau, where policies were to be had for the mere asking to cover every cargo bought for shipment, and every parcel contracted for for future delivery on every European market, is it any wonder that there has been such a convulsive throes as we have witnessed lately?—*Corn Trade News.*

THE CORRECT BASIS FOR RATE SCHEDULES.

While it is coming to be almost universally admitted that the principle of charging what the traffic will bear is, when applied in its proper sense, the correct basis upon which rate schedules should be formulated, it is also coming to be believed that in connection with such a basis some method by which railroads can be protected from dishonest shippers on the one hand and equally dishonest associates on the other must be provided. The theory that, aside from the question of risk, it costs no more for a railroad to haul a ton of gold than a ton of lead, or a bolt of silk than an equal weight of calico, therefore the transportation charges should be practically the same, now finds few advocates.—*Railway Review.*

TO RUIN THE CANALS.

Apparently there is a conspiracy under way to ruin the canals, or to so belittle them as to make it appear that they are not worth maintaining. The railroads are taking grain at 3½ cents a bushel, from Buffalo to New York, they to pay the Buffalo charges, which amount to a trifle over a cent a bushel. This leaves the railroads about 2½ cents a bushel, net. Of course there is nothing in this rate for canal men, except actual loss. That is no doubt the purpose of the railroads—to put the rates on grain so low as to drive canalers out of the business, to diminish the amount of traffic on the canals, to show that the railroads can handle it all, to show that there is no need of the canals, and to induce the people not to vote for canal improvement. If that is their object, the people may see it in just the other way; that the railroads see that it is now their opportunity to ruin the canals, or to see them so improved as to become greater competitors than ever before.—*Canal Defender.*

Do not forget the meeting of grain dealers at Decatur, Ill., June 19. Every dealer should attend.

Special Notices.

WILL SELL OR EXCHANGE.

For sale or exchange, five new elevators on the Northwestern Railroad. Fine prospects. Wire or write for information. Address

C. T. WARDLAW, Elliott, Ill.

SECOND-HAND MACHINERY FOR SALE.

The following machinery is for sale: One No. 2 dustless corn cleaner, manufactured by the Barnard & Leas Manufacturing Company, Moline, Ill.; one Becker Brush Machine, manufactured by Eureka Manufacturing Company, Rock Falls, Ill.; one Climax Grain Fan; three pairs 42 inch corn burrs and all connections; one Phillips Vertical Hominy Mill; three old-style hominy mills; one 5-horse power Keystone Electric Motor, new; one 10-horse power Keystone Electric Motor, new; one large wheat cleaner. For particulars address

PEASLEE-GAULBERT COMPANY, Louisville, Ky.

DID NOT INVESTIGATE THE FIRM.

A Southern lumberman was recently entrapped into buying wheat through a worthless Board of Trade firm of Chicago and sent a check to cover margins on 50,000 bushels of wheat. The price kept advancing day in and day out, and finally when the lumberman thought he had a good round profit at his command, he wired the brokers to close out his deal. They reported they had done so and mailed him a settlement. But a week has gone by and no settlement has yet arrived. Then the lumberman wired the editor of *The Timberman* to look up the firm, and the members of the same were found to be worthless, but were able to smoke good cigars, lounge about and have an easy time generally, presumably on the check sent them by the firm in the South, and others who were doubtless entrapped in the same way.

The method of procedure on the part of these individuals is to advertise in papers far away from home, announcing their special abilities to do business on the Chicago Board of Trade. The fact is, that most of these worthless skunks have no opportunity of dealing on the regular Board of Trade, but are patrons and hangers-on at the Open Board of Trade, by which means they secure something of an identity with the speculative markets; and the country papers and southern city publications through which they advertise bring them game and fill their pocketbooks.—*Timberman.*

DIVIDING ADVANCES WITH THE FARMER.

United States Consul-General John Karel, at St. Petersburg, in a report just received at the Department of State, notes a considerable decrease in the exportation of Russian cereals as compared with last year. An entirely new system regarding price contracts for the delivery of future crops had been adopted, which is unique. Under the system a farmer sells a large crop of wheat at 45 copecs per pood to be delivered in August. If, at the time of delivery, the price of wheat should be 50 copecs, the buyer takes the profit of 5 copecs, but if the price should be 55 copecs the next 5 belong to the seller. In case the market should be over 55 copecs, then such further increase in the price is divided between the buyer and the seller in equal shares.

Mr. Karel says that the Russian Minister of Finance and the Minister of Agriculture are endeavoring to work up a plan by which they can help to increase the prices of Russian grain. With this end in view circulars have been sent to all agricultural officers, ordering a general consultation and discussion of the question as to how the price of Russian grain can be advanced.

LOW RATE EXCURSION TO CLEVELAND.

For the National Republican League Convention in Cleveland, O., June 18 to 21, the Nickel Plate road offers one first-class limited fare for the round trip. For additional information call on or address J. Y. Callahan, Gen'l Agent, 111 Adams street, Chicago, Ill.

A corncob pipe factory, with a daily output of 8,000 cob pipes, will shortly be put in operation at Waverly, Tenn.

Millers in all parts of the country are experiencing trouble in getting wheat. Kansas mills are being supplied from Oregon and California; St. Louis, Mississippi and Ohio Valley mills, besides those in the East, are scouring the country for the product that was so plentiful a short time ago.

WATERWAYS

The Canadian government formally opened the Sault Canal June 13. This canal cost over \$4,000,000.

A movement is on foot looking toward making the Mississippi River navigable from Minneapolis to Grand Rapids, Minn.

At Gladstone, Mich., the steamer Pillsbury recently took on a cargo of 100,000 bushels of oats and 7,000 barrels of flour in six hours.

A comparison of the clearances on the Erie Canal during the first months of navigation of 1894 and 1895 shows a decrease of 45 per cent. in business.

The experiment of steel lake and canal boats is to be tried this season. There will be a fleet of five boats, and it is proposed to navigate between Cleveland and New York, making Buffalo a by-port.

The Canadian steamer St. Magnus, with 14,000 bushels of corn in her hold, while taking on a deck load at Cleveland, Ohio, recently, suddenly rolled over and sank. The corn will be a total loss.

A parliamentary return states that the net tonnage through the Suez Canal for last year shows an increase of 380,107 tons as compared with that of 1893, and of 327,146 tons as compared with that of 1892.

It is said that the lake levels this season are from one to four feet lower than a year ago. Many reports from the lower lakes announce difficulties of navigation, and an unusual number of vessels have gone ashore.

The subject of a deep waterway from the great lakes to the Atlantic Ocean is by no means dead; it is a subject of constant discussion in the northwestern states, where it is insisted that such a route is a necessity for their commercial interests.

During May the total tonnage through the St. Mary's Falls Canal, Michigan, was 1,675,881 tons; this included 4,672,640 bushels of grain, against 4,411,792 bushels in May, 1894, and 1,429,005 barrels of flour, against 1,126,792 barrels in May, 1894.

During 1894 there were exported from the port of Newport News, Va., 2,351,500 bushels of wheat and 4,688,759 bushels of corn, against 1,875,283 bushels of wheat and 1,893,349 bushels of corn in 1893. Each year since 1889 shows a heavy increase in exports from that port over the exports of the preceding year.

Carefully revised figures on the marine insurance losses of the season up to May 31 give the astonishing aggregate of \$836,373. Up to the same date last year insurance losses were \$203,798, and in 1893 \$314,703. The total insurance losses for all of last season amounted to \$1,100,000. The underwriters state that there has never been in the history of the lakes so disastrous a showing for the spring months.

Never before have canals occupied such an important position as they do to-day. Truly, the day of the ship canal has come, and the prophets are now beginning to assert that another generation will see a return to water transportation, so generally abandoned upon the advent of railroads. However that may be, the canal will never supersede the railroad except as it offers a more desirable—a shorter, safer and cheaper route; and before the canal will do all that it will have to be constructed better than it has yet been in this country, be in every way a ship canal. Where a ship canal offers facilities superior to those of railroads, as in the transportation of heavy goods, for instance, it will have preference over the railroad.

An interesting comparison of United States and Canadian waterways has been published by the Bureau of Navigation. There are 11 canals tributary to the lakes in the United States. The longest of these is the Erie, 352.18 miles, which connects Lake Erie and the Hudson River, with a depth of 7 feet; the shortest is the Sturgeon Bay and Lake Michigan, 1.25 miles long, connecting Green Bay and Lake Michigan. The only canals charging tolls are the Miami & Erie and the Illinois & Michigan. The canals of Canada tributary to the waters of the great lakes are 16 in number. The longest is the Rideau, navigable 126.75 miles, but with a depth of only 5 feet. There are seven canals connecting with the River St. Lawrence, two having a depth of 14 feet, five of 9 feet.

The Erie Canal seems to have come to the crisis of a good waterway or no waterway. The season of 1895 opened discouragingly—a less number of boats running, lower freight rates, almost no business. The terminal elevators at Buffalo are handling nearly an average amount of grain from the West, yet there are said to be 300 idle canal boats. Undoubtedly the cause of this lack of business is railroad competition, notwithstanding the claim of some of the canalboatmen that they were willing to carry grain to New York three-fourths of a cent per bushel less than rail rates. There has been a scarcity of east-bound freight offering, and the railroads, being bound to take cars east for west-bound business, are willing to take grain from Buffalo for almost nothing, at rates which cannot be

met by canal boats. Thus the railroads are getting the greater part of the grain. The only way the Erie Canal will be able to meet this competition in the future is with improved facilities for transportation—a greater depth of water, less delay at locks and the ability to carry in a single boat as much as a railroad train of 20 cars.

VALUABLE BOOKS FOR GRAIN DEALERS.

The following standard works will be sent, postage paid, on receipt of prices given:

ROBINSON'S TELEGRAPH CIPHER.—The publishers have recently revised this excellent work, and we are now prepared to supply the trade. Cloth binding, \$1.50; leather.....\$2.00

WEIGH BOOKS.—Containing 125 perforated leaves with four weigh tickets and four stubs to each leaf, well printed upon good paper. The books are well bound. Copies will be mailed to any address for \$1.00

CLARK'S VEST-POCKET GRAIN TABLES.—A very useful and handy little book for grain buyers: to be used in reducing to bushels any quantity of grain or seeds up to 100,000 lbs. Size 2½ by 8½ in., 16 pages..... 50

POUNDS TO BUSHELS.—These tables which show the number of bushels in any quantity from 20,000 to 70,000 pounds were compiled for the Chicago Grain Inspection Department. They are well printed on good paper and conveniently arranged for quickly finding the number of bushels in a carload. Each book contains ten leaves and each leaf is indexed at margin and printed on one side only. Each book is neatly bound in cloth. They will save clerks much labor and prevent errors in reduction. Price for "OATS," \$1.00; "BARLEY," \$1.00; "CORN AND RYE," \$1.00. The set.....\$2.50

JENNINGS' TELEGRAPH CIPHER AND DIRECTORY TO NEW ENGLAND TRADE.—A new guide to carload buyers of grain throughout New England. A list of those engaged in the grain, feed and flour trade. Western grain shippers and millers wishing to do business in this territory will find this directory invaluable. The telegraph cipher has met with favor and is highly recommended by users. In fact the code part of the book is considered by many shippers superior to any other in use. It is modern and practical, a great money saver and will prevent mistakes. Nicely bound in leather.....\$3.00

ADAMS' CABLE CODEX.—This code is compiled especially for sending cablegrams and is used extensively in this country and abroad. The seventh edition, which is about to go to press, will contain 160 pages of cipher words, conveniently arranged. The code contains sentences covering and referring to buying and selling, condition of market, sterling money, United States money, business, financial matters, letters of credit, drafts, standing of firms and many sentences used by travelers. The cost of the code is a mere nothing compared with the saving which can be made on one message. Price, postpaid.....\$0.55

DAVIS' GRAIN TABLES.—These tables give the value of any number of bushels of produce weighing 60 pounds to the bushel from 25 cents to \$1.25 per bushel, and the value of any produce weighing 32, 48 and 56 pounds to the bushel at 15 cents to \$1.50. The book also contains Davis' Dockage Table, which gives the amount to dock any load of wheat up to 600 bushels at 1½ to 5 pounds' dockage. The book contains 219 pages of tables, printed on good paper, with large type, and well bound in cloth. The book is a new publication, and the arrangement of the tables is much more convenient than in some of the old publications. Price.....\$1.25

CLARK'S GRAIN TABLES.—This work is published in several different forms, for use in different lines of business. In these tables pounds are reduced to bushels, so that a buyer can quickly determine the correct number of bushels in a load without doing any figuring. Their use effects a saving every day of more than time enough to pay for them. The edition intended principally for reducing team scale weights to bushels contains nine tables, and is bound in paper. Price 50 cents. This will be found invaluable to country buyers. A new edition, intended for shippers and commission merchants, reduces any quantity up to 64,000 pounds to bushels. It contains 16 tables, and is neatly bound in cloth. Price.....\$1.50

ROPPE'S COMMERCIAL CALCULATOR.—A small manual in compact form which contains a new system of useful and convenient commercial tables. Also a "Practical Arithmetic for Practical Purposes" in which is embodied the shortest and simplest rules and methods known. It includes in its contents a table giving the value of cattle, hogs, flour, etc., for any amount ranging from 3 to 20,000 pounds, and in price from \$2.50 to \$6.75 per 100 pounds. It contains a table which shows the equivalent of English market quotations from 1 to 100 shillings in U. S. money. It also shows the freight on grain per bushel from 1 to 50 cents per 100 pounds. The grain tables show the number of bushels and odd pounds in any quantity of any kind of grain from 10 pounds to 100,000 pounds. The hay, straw and coal tables show the value in tons of any amount ranging from 10 to 3,000 pounds at prices from 25 cents to \$18 per ton. The interest tables are very

complete and give the interest for any amount for any time and for any rate per cent. ranging from 6 per cent. to 10. The millers' and farmers' exchange table gives the number of pounds of flour to be received from wheat ranging from 5 to 3,000 pounds and from 25 to 40 pounds to the bushel. Tables of money weights and measures are also included, and also the metric system. The book contains much other useful information. Price.....\$0.50

For any of the above, address
MITCHELL BROS. Co., 184 and 186 Dearborn street,
Chicago, Ill.

THE MARKETS.

We will be pleased to publish under this head short reviews of the conditions ruling in the different markets. Copy must reach us by the morning of the 14th of each month.

GRAIN REPORT OF SHANKS, PHILLIPS & Co., Memphis, Tenn., June 12.—Markets generally have been active and higher, wheat and corn taking the lead, and large business done. Our market, however, has followed Chicago, and now that the turn has come there has been a heavy falling off in business, and neither wheat nor corn seem to have many friends. To-day both are weak, at 85 cents for No. 2 Wheat and 52 cents for No. 2 White Corn. Oats are quiet and weak, No. 2 White 34 cents. No. 2 Mixed 31 cents. HAY has been scarce and market bare of good grades, but receipts past three days have been liberal. The advanced prices having the effect to bring forward good shipments. Market barely steady at \$13.00 to \$13.25 for Choice, \$12.25 for No. 1 and \$10.50 for No. 2 Timothy; Clover Mixed selling about 50 cents per ton less. Arkansas Prairie very dull and nominally worth \$5.75 to \$6.00 for Choice. FLOUR AND MEAL both dull. BRAN quiet and weaker, quotable at \$14.75.

GRAIN REPORT OF COLLINS & Co., Cincinnati, June 8.—The growing crops in various sections have been benefited by timely rains, which have done much to relieve for the time being the serious conditions threatened by the prevailing drouth. The movement of grain to market remains small, and the demand, while not large, is daily growing more urgent, causing a strong undertone to the market with indications pointing to higher values. WHEAT.—The demand ruling is firm, while offerings of good qualities are scarce. Where recent rains have been liberal, some improvement in the quality of the new crop is expected, without perceptible enlargement in the yield. No. 2 Red sold for 89 cents. No. 3 Red at \$7@88 cents. CORN.—A reaction has taken place from the recent decline, and with a continued falling off in the arrivals the demand is more urgent, and better prices more easily obtained. No. 2 White at 55 cents, No. 2 Mixed and yellow at 53½@54 cents, No. 3 at 53 cents, closing firm. EAR CORN.—The offerings are small, and while the inquiry is not large, prices are inclined higher. Choice yellow ear at 55@55½ cents, mixed and white at 53@54 cents. OATS.—The demand shows increased signs of activity, and better prices are more easily obtained, and the market rules very strong. No. 2 White at 36 cents, No. 3 34@34½ cents, No. 2 Mixed at 33@33½ cents, No. 3 Mixed at 32@32½ cents, with the few offerings all sold. RYE.—Is scarce and higher prices are being asked for the few offerings. No. 2 at 68@70 cents, and some choice is held higher. Demand is light. HAY.—Receipts for the week 1,880 tons, shipments 1,699 tons. For the corresponding week last year the receipts were 1,445 tons, shipments 770 tons. The offerings of the better grades of hay continue to be scarce, and with a more urgent demand values are ruling higher. Shipments started now would strike the market rather bare of offerings, and command good prices. Choice timothy at \$12.00@12.50, No. 1 at \$11.50@12.00, No. 2 at \$9.50@10.00, No. 3 timothy at \$7.00@8.00, No. 1 Clover Mixed at \$9.50@10.00, No. 2 at \$8.50@9.00, No. 1 Clover at \$9.00@9.50, No. 2 at \$8.50@9.00, and we advise shipping in hay now. STRAW.—Is easy with the demand small. Good bright wheat at \$4.00@4.25. MILL FEED.—Bran is easy with the demand small, at \$13.00, middlings at \$13.00@13.50.

FACILITIES FOR TRAVELERS.

The Nickel Plate Road now offers greater facilities to the traveling public than ever, the improved service having been inaugurated May 19. No change of cars between Chicago, New York and Boston in either direction. Superb dining cars between Chicago and Buffalo in both directions. Trains leave Chicago 8:05 A. M. daily, except Sunday; 1:30 and 9:20 P. M. daily for Fort Wayne, Fostoria, Cleveland, Erie, Buffalo, New York and Boston. 1:30 P. M. train arrives, New York, 6:30 and Boston 9:00 o'clock the following evening. City Ticket Office, 111 Adams street; Telephone, Main 389. Depot, Twelfth and Clark streets; Telephone, Harrison 200, Chicago.



The new face on the Board of Trade.—Times-Herald.

LATE PATENTS

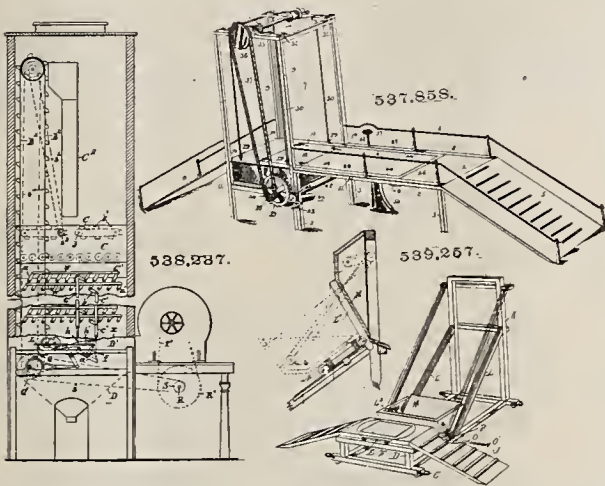
Issued on April 23, 1895.

GAS OR SIMILAR MOTOR ENGINE.—Alfred R. Bellamy, Stockport, England. No. 537,563. Serial No. 525,099. Filed Oct. 6, 1894. Patented in England March 22, 1893. No. 6,093.

COMBINED ELEVATOR AND DUMP.—John W. Scott, Chicago, Ill. No. 537,858. Serial No. 518,959. Filed July 30, 1894.

ELEVATOR.—Freeman R. Wilson Jr., Columbus, Ohio, assignor to Joseph A. Jeffrey, same place. No. 538,057. Serial No. 363,986. Filed Sept. 5, 1890.

ELEVATOR OR CARRIER.—Freeman R. Wilson Jr., Columbus, Ohio, assignor to Joseph A. Jeffrey, same place. No. 538,058. Serial No. 363,987. Filed Sept. 5, 1890.



CONVEYOR.—Lyman D. Howard, Columbus, Ohio, assignor to Joseph A. Jeffrey, same place. No. 538,111. Serial No. 383,212. Filed Feb. 28, 1891.

Issued on April 30, 1895.

APPARATUS FOR DRYING GRANULAR MATERIALS.—Edward M. Cook, New York, N. Y. No. 538,237. Serial No. 533,529. Filed Jan. 2, 1895.

EAR CORN CONVEYORS FOR CORN SHELLERS.—John Q. Adams, Marseilles, Ill. No. 538,400. Serial No. 519,042. Filed July 30, 1894.

Issued on May 7, 1895.

GAS ENGINE.—Lawrence M. Johnston, Dayton, Ohio. No. 538,680. Serial No. 506,300. Filed April 4, 1894.

CONVEYOR.—Emil R. Draver, Alliance, Neb., assignor to Florence N. Draver, same place. No. 538,822. Serial No. 536,217. Filed Jan. 25, 1895.

CORN SHELLER.—Henry A. Adams, Sandwich, Ill., assignor to the Sandwich Manufacturing Company, same place. No. 538,856. Serial No. 530,120. Filed Nov. 27, 1894.

Issued on May 14, 1895.

CORN SHELLER.—Asahel H. Patch, Clarksville, Tenn. No. 539,082. Serial No. 535,944. Filed Jan. 23, 1895.

GAS ENGINE.—Hugh J. Dykes, Peralta, assignor of one half to Julius A. Frost, Oakland, Cal. No. 539,122. Serial No. 503,934. Filed March 16, 1894.

CORN SHELLER.—Elliott W. Douglas, St. Louis, Mo., assignor to the Kingsland & Douglas Manufacturing Company, same place. No. 539,219. Serial No. 520,437. Filed Aug. 16, 1894.

STORAGE STRUCTURE.—James M. Dodge, Philadelphia, Pa., assignor to the Dodge Cold Storage Company, Naugatuck, Conn. No. 539,250. Serial No. 510,603. Filed May 9, 1894.

GRAIN DRUM AND ELEVATOR.—Alpheus Fulton, Table Rock, Neb. No. 539,257. Serial No. 530,536. Filed Dec. 1, 1894.

Issued on May 21, 1895.

HORSE POWER.—Franz A. Sjögren, Edestad, Sweden. No. 539,522. Serial No. 529,620. Filed Nov. 22, 1894. Patented in Sweden Jan. 2, 1893. No. 4,454.

GRAIN METER.—Charles A. Wever, Clayton, Ill. No. 539,560. Serial No. 506,478. Filed April 5, 1894.

GAS ENGINE.—Claude Sintz, Grand Rapids, Mich. No. 539,710. Serial No. 531,801. Filed Dec. 14, 1894.

BALING PRESS.—Tritos H. Thurmond, Denver, Colo. No. 539,780. Serial No. 536,392. Filed Jan. 26, 1895.

BALING PRESS.—Jose J. Mathias, Mountain View, Cal. No. 539,588. Serial No. 529,161. Filed Nov. 17, 1894.

HAY IMPORTS EXCEED EXPORTS.

According to the last report of the Bureau of Statistics hay aggregating 12,538 tons, valued at \$34,087, was imported during April, against 6,182 tons, valued at \$52,890, imported in April preceding; and during the ten months ending with April 158,996 tons, valued at \$1,136,009, were imported against 64,178 tons, valued at \$570,082, imported during the corresponding months ending with April preceding. Of imported hay we exported none in April and none in April preceding; and during the ten months ending with April 45 tons were exported, against 229 tons, valued at \$2,026, exported during the corresponding months of the year preceding.

We exported 3,382 tons of domestic hay, valued at \$49,274, during April, against 5,736 tons, valued at \$91,264, in April preceding; and during the ten months ending with April 40,196 tons, valued at \$595,604, were exported, against 46,223 tons, valued at \$752,082, exported during the corresponding months ending with April preceding.

RICE IMPORTS AND EXPORTS.

According to the last report of the Bureau of Statistics rice aggregating 342,000 pounds, valued at \$15,190, was imported free of duty under the reciprocity treaty with the Hawaiian Islands during April, against 1,298,000 pounds, valued at \$48,391, in April preceding; and during the ten months ending with April 5,054,087 pounds, valued at \$224,330, were imported, against 7,222,083 pounds, valued at \$292,016, imported during the corresponding months ending with April preceding.

Of rice imported free of duty there was none exported in April, and none in April preceding; and during the ten months ending with April none was exported, against 8,830 pounds exported during the corresponding months ending with April preceding.

Dutiable rice aggregating 16,203,342 pounds, valued at \$239,161, was imported during April, against 9,152,480 pounds, valued at \$128,357, imported in April preceding; and during the ten months ending with April 117,292,512 pounds, valued at \$1,848,602, were imported, against 51,801,570 pounds, valued at \$794,136, imported during the corresponding months ending with April preceding.

Of dutiable rice we exported 1,297,469 pounds, valued at \$20,991, during April, against 765,987 pounds, valued at \$13,113, in April preceding; and during the ten months ending with April 8,322,205 pounds, valued at \$132,270, were exported, against 9,576,805 pounds, valued at \$170,187, exported during the corresponding months ending with April preceding.

Rice flour, rice meal and broken rice aggregating 8,483,550 pounds, valued at \$116,236, were imported during April, against 3,321,077 pounds, valued at \$48,549, in April preceding; and during the ten months ending with April 60,855,476 pounds, valued at \$856,970, were imported, against 42,583,968 pounds, valued at \$650,837, imported during the corresponding months of the year preceding.

We exported no rice flour, rice meal and broken rice during April or in April preceding; and during the ten months ending with April 987 pounds were exported, against none exported during the corresponding months preceding.

SEED EXPORTS AND IMPORTS.

Seeds valued at \$171,673 were exported during April, according to the last report of the Bureau of Statistics, against an amount valued at \$171,559 exported during April preceding; and during the ten months ending with April seeds valued at \$2,786,972 were exported, against an amount valued at \$7,674,954 exported during the corresponding months ending with April preceding.

Clover seed aggregating 1,018,839 pounds was exported during April, against 524,610 pounds in April preceding; and during the ten months ending with April 22,668,033 pounds, valued at \$2,102,924, were exported, against 45,280,515 pounds, valued at \$4,528,690, exported during the corresponding months ending with April preceding. Cottonseed amounting to 564,234 pounds was exported during April, against 1,040 pounds in April preceding; and during the ten months ending with April 9,738,657 pounds, valued at \$78,108, were exported, against 5,332,516 pounds, valued at \$41,033, exported during the corresponding months ending with April preceding.

There were 20 bushels of flaxseed exported in April, against 10 bushels in April preceding; and during the ten months ending with April 1,317 pounds, valued at \$1,419, were exported, against 2,047,833 pounds, valued at \$2,426,279, exported during the ten months ending with April preceding.

Timothy seed aggregating 1,006,495 pounds was exported during April, against 2,257,518 pounds during April preceding; and during the ten months ending with April 4,752,497 pounds, valued at \$267,314, were exported, against 9,245,505 pounds, valued at \$410,409, exported during the corresponding months ending with April preceding.

Other seeds aggregating an amount valued at \$14,751 were exported in April, against an amount valued

at \$21,762 exported in April preceding; and during the ten months ending with April other seeds valued at \$337,207 were exported, against an amount valued at \$468,543 exported during the ten months ending with April preceding.

Flaxseed aggregating 425,747 bushels, valued at \$392,418, was imported during April, against 113,337 bushels, valued at \$155,819, imported during April preceding; and during the ten months ending with April 3,410,467 bushels, valued at \$3,849,125, were imported, against 280,743 bushels, valued at \$348,781, imported during the corresponding months ending with April preceding.

Other seeds valued at \$80,890 were imported in April, against an amount valued at \$81,485 in April preceding; and during the ten months ending with April other seeds valued at \$1,236,684 were imported, against an amount valued at \$1,214,182 imported during the corresponding months ending with April preceding.

LOCATIONS FOR FACTORIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company owns and operates 6,150 miles (9,900 kilometers) of railway, exclusive of second track, connecting track or sidings. The eight states traversed by the lines of the company, Illinois, Wisconsin, Northern Michigan, Iowa, Missouri, Minnesota, South Dakota and North Dakota, possess, in addition to the advantages of raw material and proximity to markets, that which is the prime factor in the industrial success of a territory—a people who form one live and thriving community of business men, in whose midst it is safe and profitable to settle. Many towns on the line are prepared to treat very favorably with manufacturers who would locate in their vicinity.

Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tan-bark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

A number of new factories have been induced to locate—largely through the instrumentality of this company—at towns on its lines. The central position of the states traversed by the Chicago, Milwaukee & St. Paul Railway makes it possible to command all the markets of the United States. The trend of manufacturing is westward. Nothing should be permitted to delay enterprising manufacturers from investigating. Confidential inquiries are treated as such. The information furnished a particular industry is reliable. Address

LUIS JACKSON,
Industrial Commissioner, C. & St. P. R'y,
425 Old Colony Building, Chicago, Ill.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

FOREMAN WANTED FOR CLEANING HOUSE.

Wanted—An experienced cleaning house foreman for a 1,000,000-bushel elevator in Chicago. Must have had large experience and give good references. Address

CLEANING HOUSE FOREMAN, care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

POSITION WANTED.

Wanted—Situation by a man of experience in the grain business. Am single; can give best of references as to character and business ability, etc. Would engage to commence at opening of season. Address

H. J. D., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

RUDY'S PILE SUPPOSITORY

Is guaranteed to cure Piles and Constipation, or money refunded. 50 cents per box. Send two stamps for circular and free sample to MARTIN RUDY, Registered Pharmacist, Lancaster, Pa. No POSTALS ANSWERED. For sale by all first-class druggists everywhere. Peter Van Schaack & Sons, Robert Stevenson & Co., Morrison, Plummer & Co., and Lord, Owen & Co., wholesale agents, Chicago, Ill.

SITUATION WANTED.

Situation wanted in a grain elevator, city or country, by a capable, all-round man. Ten years' experience in the handling and grading of grain. Best of references. Correspondence solicited. Address

B., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

SITUATION AS BUYER WANTED.

Having had 20 years' experience buying, selling and handling all kinds of grain, as well as managing a cleaning and mixing house, and being desirous of advancing in the work, I make application for a position in a first-class house. I prefer a place where there are good church and school privileges. Can give good references. Correspondence solicited. Address

W. L. CALLISON, Hartland, Wis.

DAVIS' GRAIN TABLES.

The value of wheat or any grain at 60 pounds to the bushel, for any amount less than 100 bushels is shown without addition or multiplication, and for any amount over 100 and under 1,000 bushels, with but a single addition; at any price from 25 cents to \$1.25 per bushel. The value of bushels and pounds of other grain also is shown at 56, 48 and 32 pounds to the bushel at any price from 15 cents to \$1.50 per bushel. Price, postpaid, \$1.25. Address

E. D. DAVIS, 610 Nicollet Ave., Minneapolis, Minn.



[Copy for notices under this head should reach us by the 13th of the month to insure insertion in the issue for that month.]

OAT CLIPPER CHEAP.

For sale cheap, one Excelsior Oat Clipper, Separator and Grader No. 8, manufactured by the E. H. Pease Manufacturing Company. Good as new; only used 30 days; have not power to run it. Correspondence solicited. Address

HARTLEY BROS., Remington, Ind.

BRICK ELEVATOR FOR SALE.

For Sale—Brick elevator of 100,000 bushels at a bargain. Well located for local trade and shipping. Equipped with latest and best cleaning and clipping machinery, corn mill, etc. Also brick hay warehouse of 100 cars' capacity. Clear title; immediate possession. For full particulars address

FITCHBURG ELEVATOR COMPANY, Thirty-ninth street and Stewart avenue, Chicago, Ill.

ILLINOIS STEAM ELEVATOR.

Steam power grain elevator in excellent condition for sale at a bargain. Situated on the I. C. R. R., in a splendid grain center. Capacity of elevator 20,000 bushels; crib room outside for 40,000 bushels of grain. Good coal and feed trade in connection. Will sell for one-half cash, balance on time to suit purchaser. Address

GRAIN DEALER, Lock Box 95, Macon, Macon Co., Ill.

WILL BE SOLD TO CLOSE ESTATE.

The elevator at Henry, Ill., formerly owned and operated by G. C. Griswold & Co., is for sale, to close the estate of G. C. Griswold, deceased. The elevator has a capacity of 150,000 bushels; the cribs can dump 30,000 bushels of ear corn. Elevator and cribs in first-class condition. Also three steam canal boats and five canal barges. Address

A. K. KNAPP, Minooka, Ill.

THREE IOWA ELEVATORS FOR SALE.

Three elevators situated in Northwestern Iowa, on the line of the Chicago & Northwestern Railroad, for sale. They are nearly new, having been built two years ago. From 40,000 to 75,000 bushels' capacity. Well built, with good stone foundation under each. Power, gasoline engines. Will sell one or all, part cash, balance time. Good security. Address

L. J., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

WISCONSIN ELEVATOR.

A 20,000-bushel elevator built in 1892 for sale. Steel roof; fitted with three stands of grain elevators, one feed elevator to elevate feed from cars, three sets of scales, dump, hopper and platform, two Eureka Cleaners, 13 horse power gasoline engine. Feed elevator and coal sheds in connection. All in perfect condition and now in operation. Best grain station in Southern Wisconsin. Business established in 1881. No trade; must sell on account of ill health. A bargain for the right party. Address

V., care AMERICAN ELEVATOR AND GRAIN TRADE, Chicago, Ill.

FOR SALE.**THREE GRAIN ELEVATORS**

In Western Iowa on C. & N. W. R. R.

MARTIN D. STEVERS & CO.

COMMISSION MERCHANTS,

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Best Grades.
Best Prices.
Best Deliveries.

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MINE AGENTS AND SHIPPERS,

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LA FLORIDA.

Is the best 5-cent cigar on Earth. If your dealer does not keep it, send us five dollars, and we will deliver you 100.

THE FLORIDA CIGAR CO., Tampa, Fla.

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For Corrugated Iron and
Best Steel Roofing

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Steel, Corrugated Iron, Metal Shingles, Felt,
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**Kansas City Metal Roofing
and Corrugating Co.,**

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Established 1872.

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We pay the freight.

Gedge Bros. Iron Roofing Co.,

Successors to Porter Iron Roofing Company,

Manufacturers of Iron and Steel Roofing and Corrugated Iron.

Elevator Siding and Roofing a Specialty.

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FOREST, OHIO,

Make a full line of Steel Roofing, Siding and Corrugated Iron of superior grade. Special prices made to elevator men. All such should write for prices before buying.

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Capacity, 300,000 Bushels.

LIBERAL ADVANCES ON ALL CONSIGNMENTS.

CORRESPONDENCE SOLICITED.

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ESTABLISHED 1871.

Cable Address, "CAUGHEY."

Long Distance Tel. 2793.

F. T. Caughey & Co.,

GRAIN AND SEED MERCHANTS AND COMMISSION.

CLOVER SEED A SPECIALTY.

OFFICES,
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Warehouse, Foot of First St.,

DETROIT, MICH.

Robert McKnight & Sons,

COMMISSION MERCHANTS

AND DEALERS IN

GRAIN, FEED AND HAY,

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PHILADELPHIA.

T. D. RANDALL.

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Room 23 Chamber of Commerce, MILWAUKEE.

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Consignments Solicited.

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Branch Houses: Chicago and Minneapolis.

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John Lucas & Co., Chicago.Advances on Bill of Lading.
Market reports furnished free.
Correspondence solicited.

Philadelphia, Pa.

COLLINS & Co.,**STRICTLY COMMISSION****Grain, Hay and Mill Feed.****CINCINNATI, OHIO.**Raised under our supervision, very choice. Write for testimonials
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Wheat. Elevators along Wabash Ry., J. S. E. Ry., C. & A. Ry., St.
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We use Robinson's or Jennings' Cipher.**COMMISSION CARDS.****ACCOUNTS OF GRAIN DEALERS
OR ORDERS FOR****Speculative Investments**On the CHICAGO BOARD OF TRADE SOLICITED.
Call at our office or write for private Cipher Code or Shippers Grain Records**McLAIN BROS. & CO.,**

RIALTO BUILDING, CHICAGO.

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RECEIVE CONSIGNMENTS OF

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Prompt account of sales. Prompt settlements and advances
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GEO. N. REINHARDT & CO.,

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We sell on Commission and buy direct,

HAY, GRAIN AND FEED.Storage capacity, 8,000 bales, 30,000 bushels.
Let us know what you have to offer.**COMMISSION CARDS.****J. N. WOOLISCROFT & CO.,**

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GRAIN and HAY,

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H. B. SHANKS.

Established 1873.

S. H. PHILLIPS.

Shanks, Phillips & Co.,**COMMISSION MERCHANTS,**

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Cash advances on B. of L.

E. L. ROGERS & CO.,ESTABLISHED
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135 S. Second St., (Chamber of Commerce) PHILADELPHIA, PA.

Liberal advances made on consignments. Market reports furnished
gratuitously on application. Correspondence solicited.References: { Corn Exchange National Bank.
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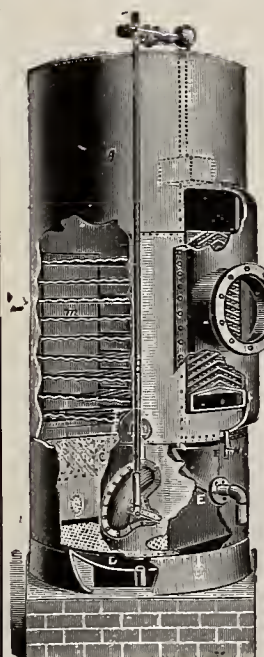
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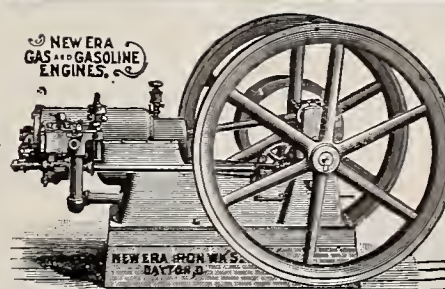
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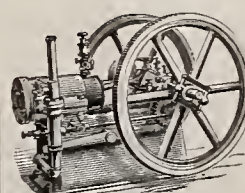
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The Incline Elevator and Dump.

Patented April 3, 1894.

It is **THE NEW WAY** of elevating ear corn, shelled grain or minerals into car or storage bin.

Its cost is so small that it is practical for farm use.

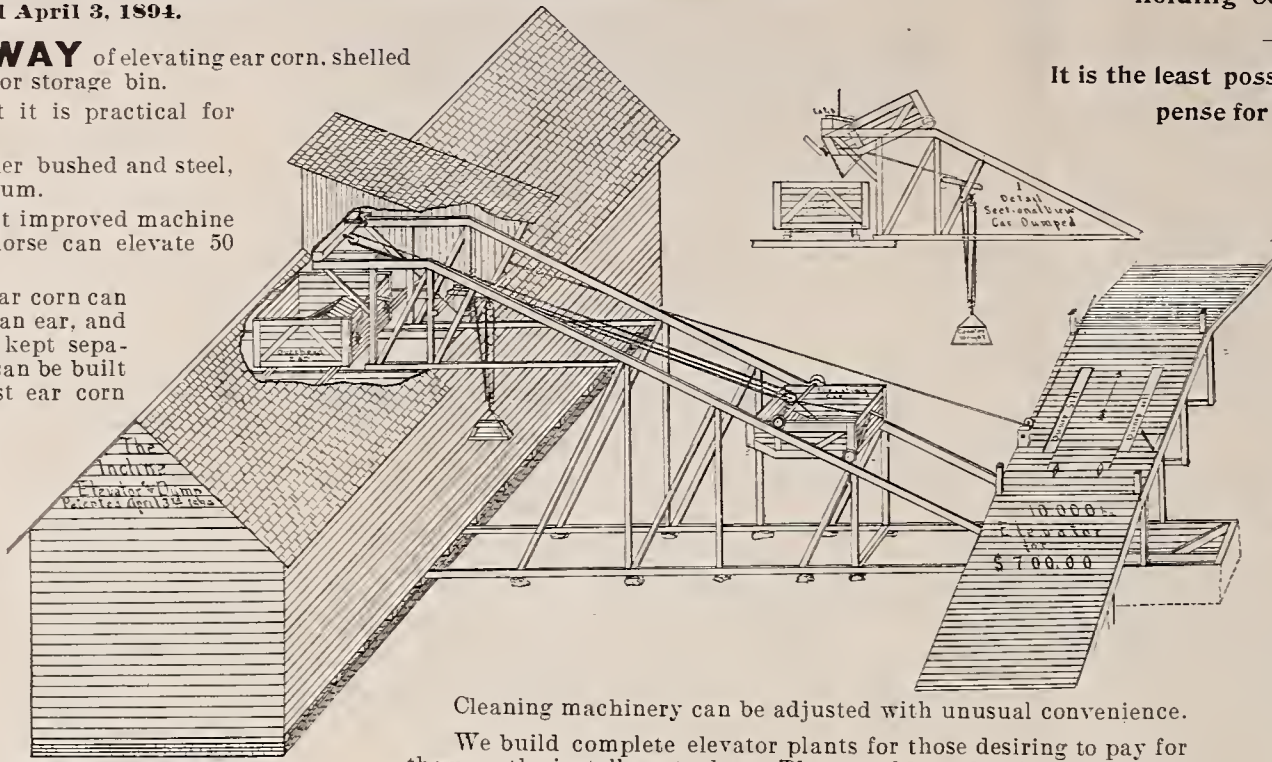
Its pulley blocks are roller bushed and steel, reducing friction to a minimum.

The leverage of our latest improved machine is such that a good 1000-lb. horse can elevate 50 bushels of shelled corn.

With it, 100,000 bushels ear corn can be cribbed without scooping an ear, and the different grades may be kept separate; and the storage, which can be built at a reduced cost, is the best ear corn storage, besides having a combination feature.

It will elevate more grain than Saverage threshers will thresh or shellers shell, and the power for doing it costs nothing, because the team that brings the load elevates it, although the dealer can furnish the power with engine or otherwise if he desires.

With our overhead car system of conveying, storage can be constructed at as small a cost as with a drag belt and yet every other load elevated may be a different grade or kind of grain and may be placed in separate bins without mixing or lessening the speed of elevating.



Cleaning machinery can be adjusted with unusual convenience.

We build complete elevator plants for those desiring to pay for them on the installment plan. The monthly reduction in the cost of power as compared with a steam plant is sufficient to pay for one of our plants in six years.

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\$2,000 will complete a 64,000-bushel Elevator, having 21 shipping bins holding 800 bushels each.

It is the least possible investment and expense for the best results.

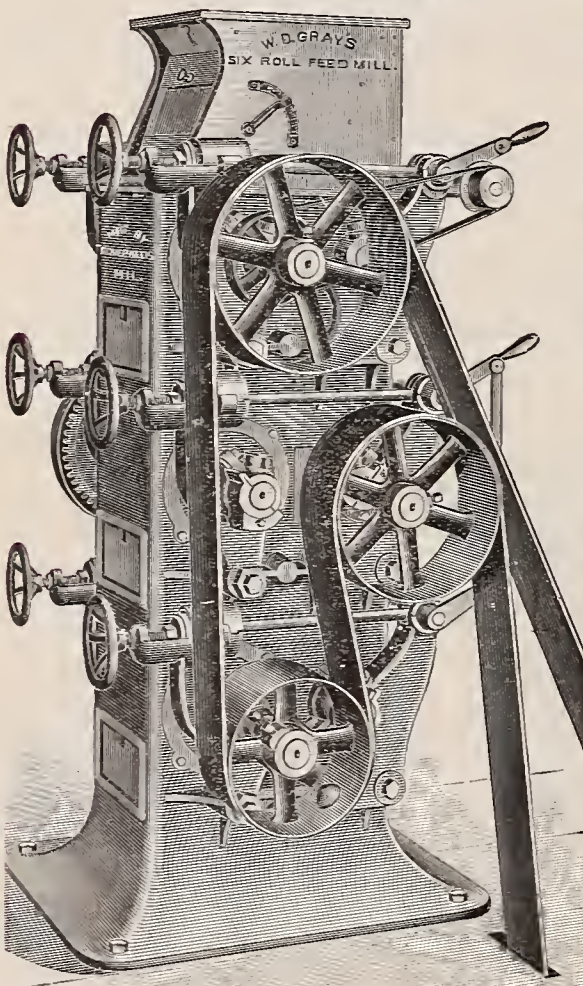
A NEW plan of chute, leading from shipping bin to railroad car, is used, through which either ear corn or shelled grain will pass equally well. The overhead car having a capacity of 100 bushels can be completely filled without moving.

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Our new Ventilated and Combination Grain Bin was patented Jan. 15, 1895.

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"We ground a car of 650 bushels, sacked it, and put it back in car, all in five hours."

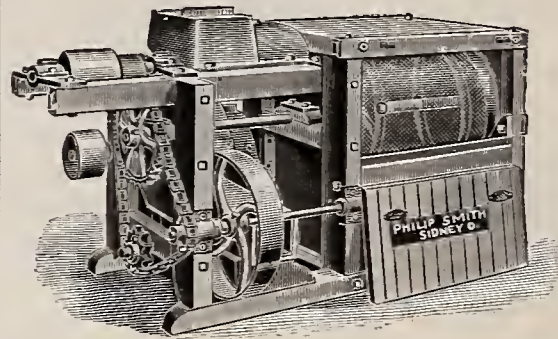
"Our new Allis Feed Mill is paying for itself at the rate of \$4 per hour."

"I astonish the farmers with my Allis Feed Mill, for as soon as their corn is unloaded it is ground and ready to load back in their wagon."

"We advise any man wanting a Feed Mill to buy the Allis make."

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The latest improved revolving screen mill Sheller, for mills, warehouses and portable purposes.

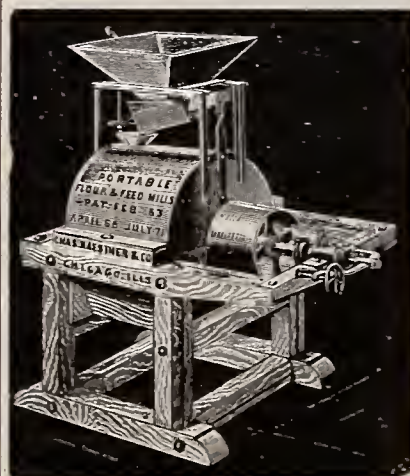
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This system has nothing in common with other methods, but is entirely different and distinct, in construction, arrangement and operation, materials used, principles involved, and results obtained, from all others heretofore in use.

It is fully protected by 20 patents already issued, and others pending, in the United States and principal foreign countries.

It was on exhibition at the World's Columbian Exposition of 1893, and was awarded four highest medals and diplomas and received in addition thereto the highest indorsement of the principal officers of the Exposition as well as of the highest authorities in all industries to which it is applicable.

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The policy of the Company in regard to the introduction of its system is to make such liberal and easy terms with all who desire to use it that there will be no cause for complaint.

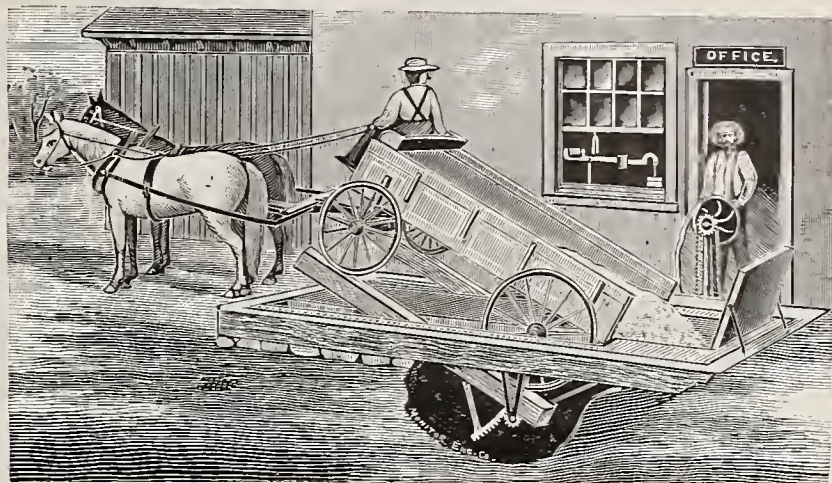
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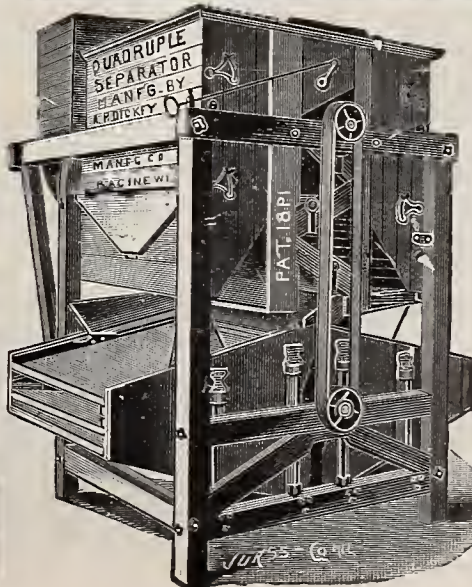
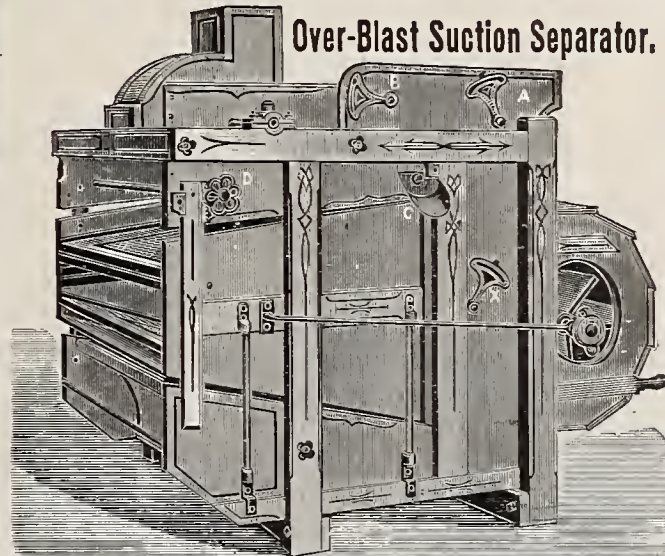
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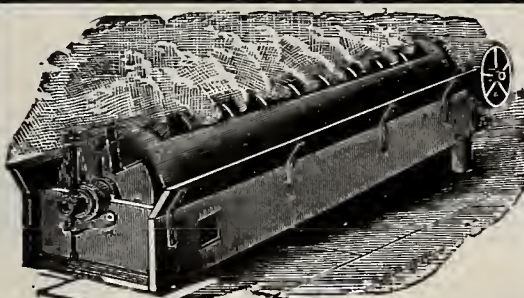
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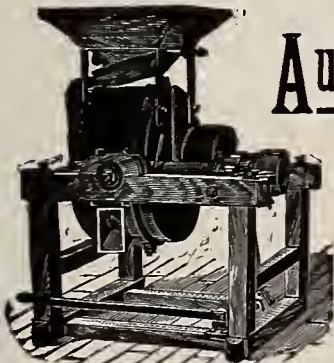


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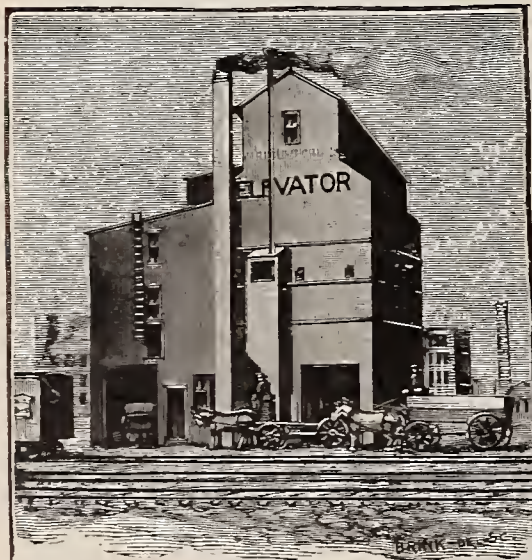
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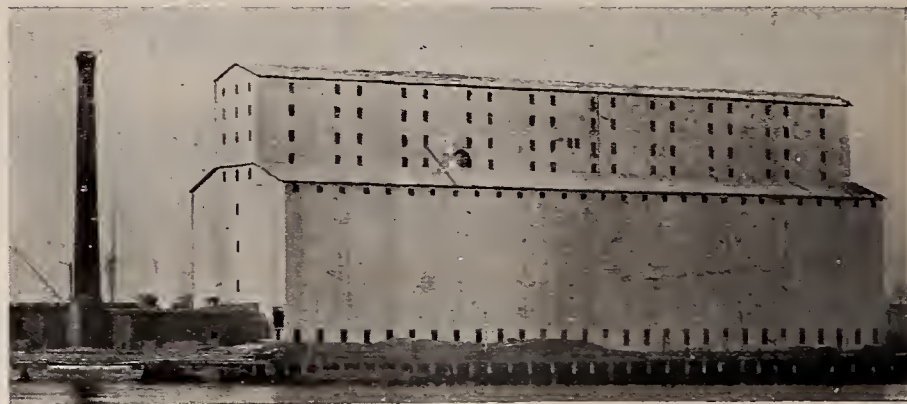
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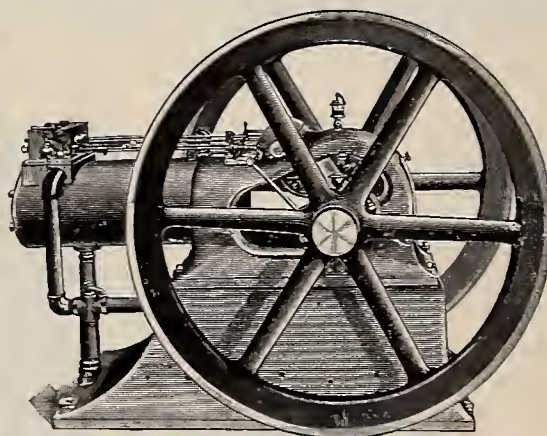
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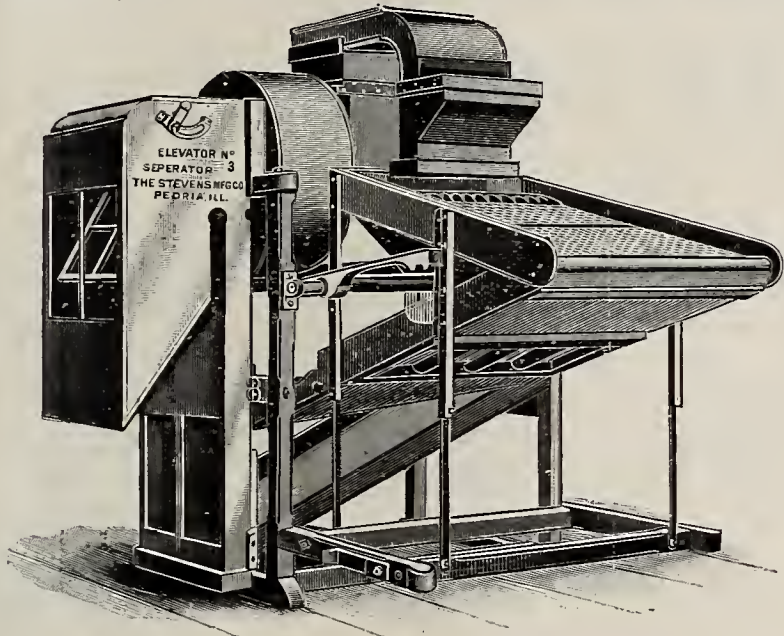


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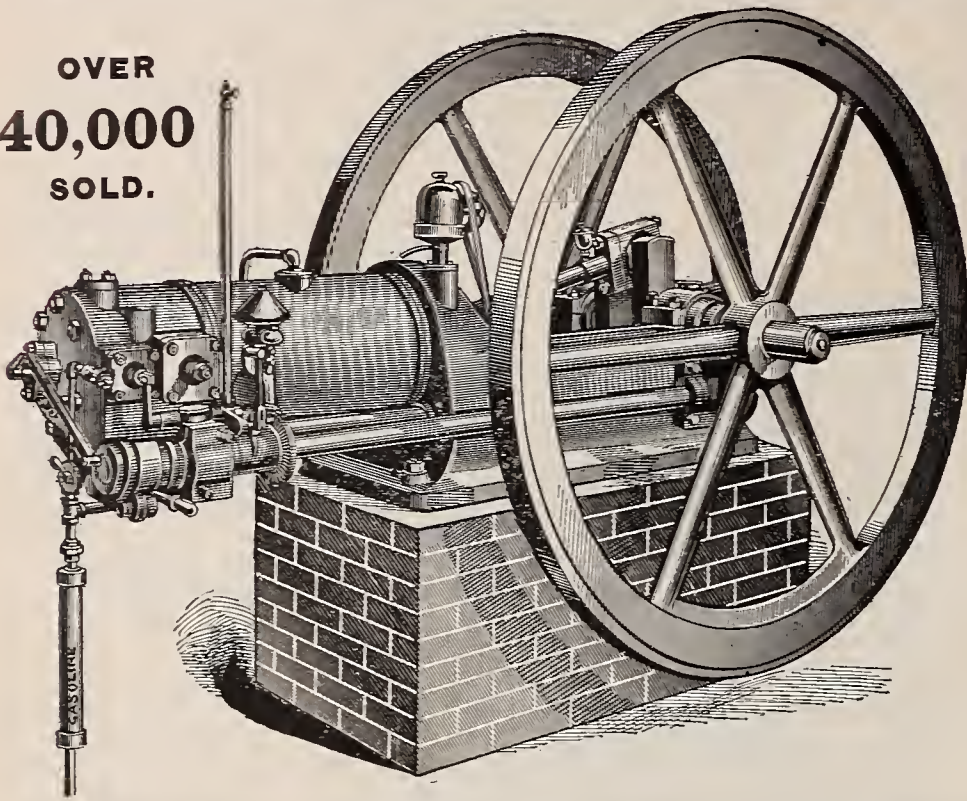
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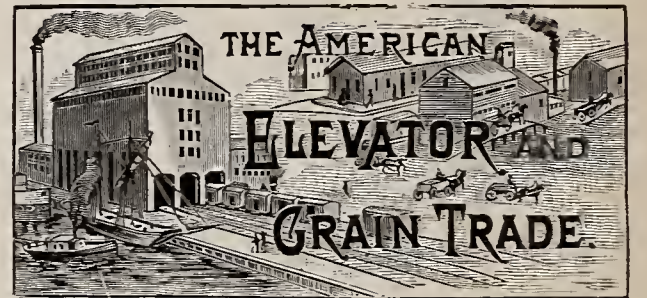
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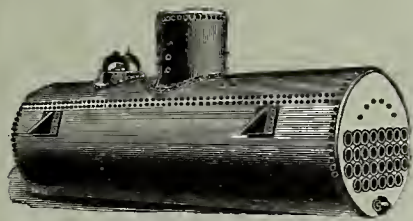
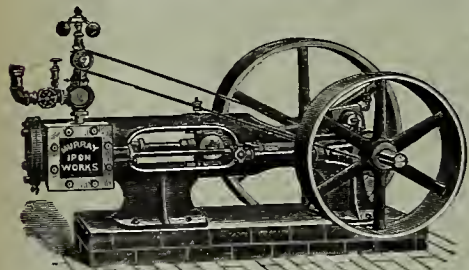
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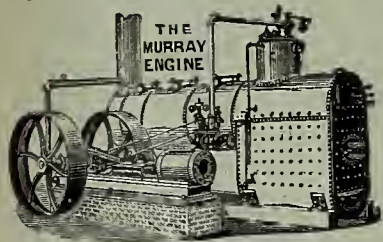
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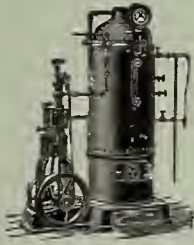


Large Boilers Made in Two Sheets.

No Laps nor Seams in the Fire, Bottoms Smooth and Easily Cleaned.



**STEAM PUMPS,
INJECTORS,
Valves and Fittings,
SHAFTING,
Pulleys, Hangers,
GEARING.**



NEBRASKA CITY, NEB., May 16, 1894.

CHICAGO AUTOMATIC SCALE CO., CHICAGO, ILL.:

Gentlemen:—Please ship to our address at Hamburg, Iowa, an Automatic Scale, same as we ordered of you some time ago. This Scale is doing good work and we want another for our mill at Hamburg. Send the invoice and notice of shipment to us here. Execute the order as promptly as possible.

Yours truly,

THEO. BEYSCHLAG, Mgr.

THE OLD WAY.



For NEW and BEST Way
ADDRESS
UNION IRON WORKS,

DECATUR, ILL.,
Manufacturers of the CELEBRATED

Western Shellers and Cleaners
The "Best in the World."

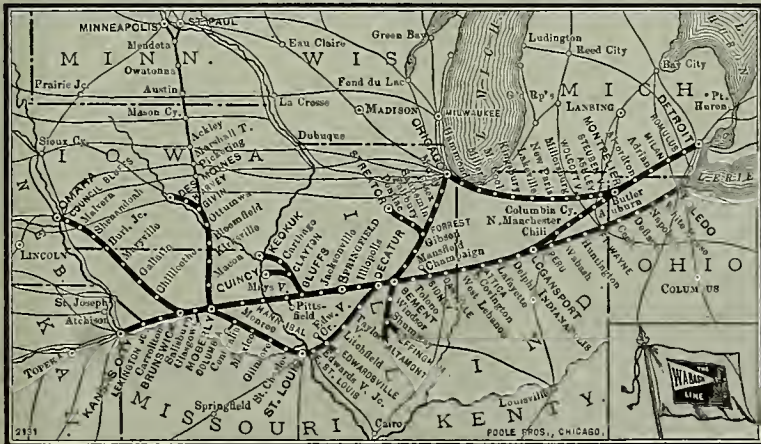
Elevator Supplies of All Kinds a
Specialty.

We are the Pioneer Elevator Builders of the
West, and claim priority in the building of
Cheap Elevators with Increased Conveniences.
Don't BUILD until you get our Plans and Prices.

Write for Catalogue.

THE WABASH

Is the best route to Decatur where the Illinois Grain Dealers will hold their annual convention, Wednesday, June 19. All regular dealers will take this route. Join them.



WABASH TRAIN SERVICE.

Leave Chicago: 8:10 a. m., 11:03 a. m., 2:20 p. m. and 9:00 p. m.

Leave Decatur: 12:55 a. m. (midnight), 6:25 a. m., 12:02 p. m. and 11:40 a. m.

Trains on branch lines make connections with these trains.

C. D. HOLBROOK & CO.,

Grain Elevator Machinery of Every Description,
Power Car Pullers, Steam Shovels,
Flax Reels, Separators, Horse Powers, Etc.

SOLE NORTHWESTERN AGENTS FOR THE FAMOUS

CHARTER :: GASOLINE :: ENGINES.

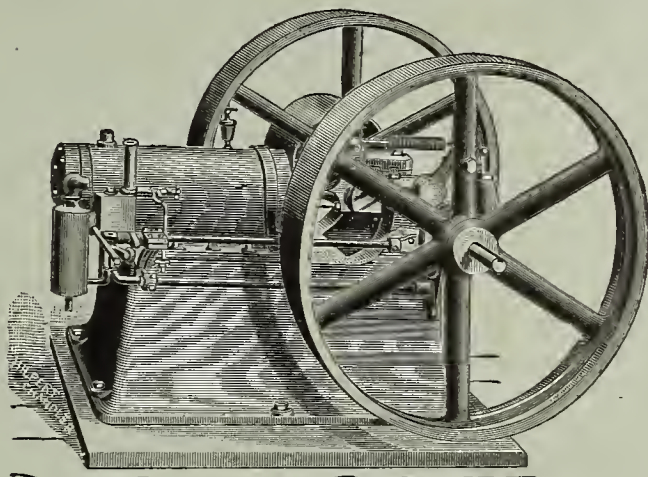
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305 Third Street South, - MINNEAPOLIS, MINN.

A MODERN MOTOR UNEXCELLED.

THE "LEWIS" IMPROVED

Gas and Vapor Engine.



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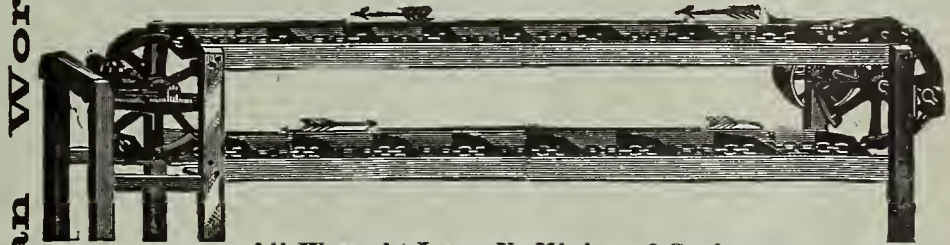
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WEBSTER MFG. CO.,

—o((SOLE MAKERS,)))o—

Office and Works, 1075 to 1097 W. 15th St., CHICAGO.

HARRISON CONVEYOR.



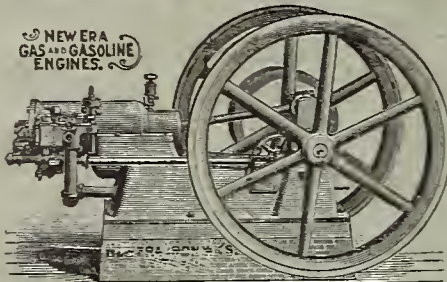
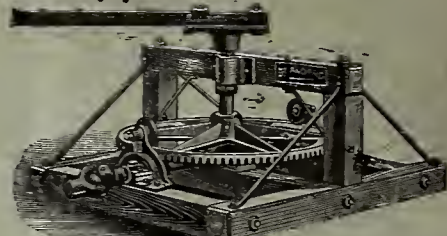
IT CARRIES All Wrought Iron. No Mixing of Grain.
Grain, Seeds, Ear Corn, Wet or Dry Malt, Coal, Sand, Sawdust, Tan Bark
Stone, Cinders, Clay, Paper Pulp, Cotton Seed, Etc., Etc.
SEND FOR CIRCULAR AND PRICE LIST.

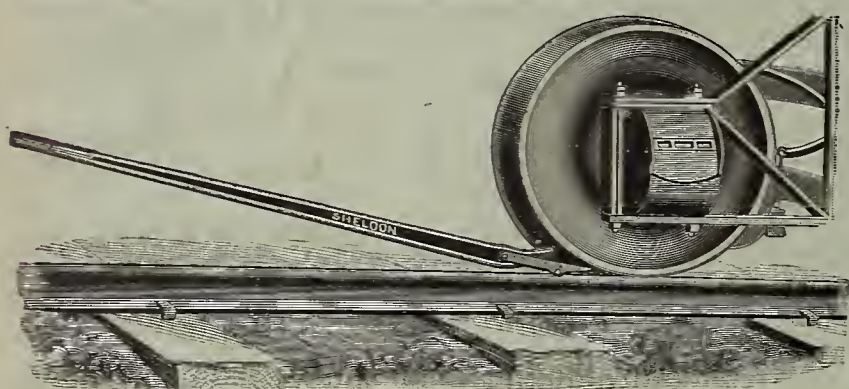
BORDEN & SELLECK CO., Gen. Agts., 48 and 50 Lake St., CHICAGO, ILL.

THE BEST & CHEAPEST
BELTING
IN THE WORLD

MANUFACTURED BY
THE CHESAPEAKE BELTING CO.
BALTIMORE, MD.

AMERICAN ELEVATOR AND GRAIN TRADE.

CONVEYORS	ELEVATOR BUCKETS.	ELEVATOR BOOTS	ELEVATOR BOLTS.	BELTING
	G. W. CRANE & CO., INCORPORATED, Mill and Elevator Supplies.			
	239 and 241 Fourth Ave. South, MINNEAPOLIS, MINN. ELEVATING AND CONVEYING MACHINERY A SPECIALTY. Engines and Boilers, Link Belting and Sprocket Wheels, Standard Scales, Dump Irons, Etc., Horse Powers, Single and Double Gear, Extras for Horse Powers Carried in Stock. We manufacture all of our Elevator Machinery, and can furnish it cheaper than you can buy from dealers or commission men. WE SAVE YOU THEIR PROFIT. Wrought Iron Pipe and Fittings, Steam and Gas Fitters' Supplies, Brass and Iron Goods, Iron and Wood Pumps.			
	 <p>CASOLINE ENGINES FROM 4 TO 50 H. P. Send for Descriptive Catalogue. NEW ERA GAS AND GASOLINE ENGINES.</p>			
PULLEYS.	SHAFTING.	HANGERS		



The Popular "Sheldon" Compound Pinch Bar.
Does not Slip on Track—Just the thing for frosty weather.



Improved Spiral Steel Conveyor.
"STEEL PLATE" FRICTION CLUTCHES, ELEVATOR BUCKETS, ETC.

Webster Mfg. Co.,

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Office and Works, 1075-1097 West 15th St., CHICAGO.

Write for Columbian Catalogue.

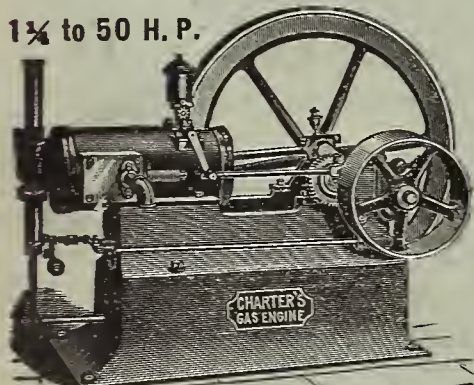
STERLING, ILL., 400 Locust Street,

Is where you must address for printed matter and information regarding

THE MOTOR OF THE 19th CENTURY,

USED ANY PLACE, BY ANY ONE,
FOR ANY PURPOSE.

1½ to 50 H. P.



Economy, Reliability, Simplicity, Safety.

MANY IMITATIONS
ONLY ONE ORIGINAL.

CHARTER GAS ENGINE CO.

20-inch Burr, Sheller, Etc.

Engine was set up and started by printed directions.

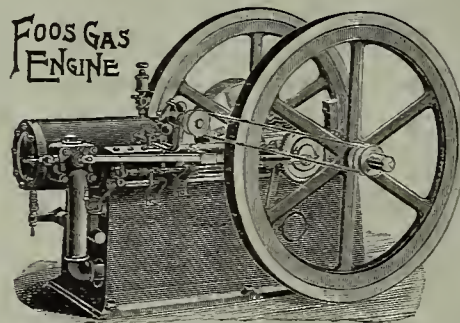
DOVER, KAN., May 14, 1895.

CHARTER GAS ENGINE CO., Sterling, Ill.

GENTLEMEN:—I bought a No. 3 "Charter" in February, 1894, and it runs a 20-inch Burr, Sheller, Corn Meal Bolter, 40 foot Elevator and 36 feet of shafting with pulleys. It is safe, strong and durable, and no attention is required. It uses 7 gallons of gasoline in 12 hours, doing 9 H. P. work, as it replaced a 12 H. P. Steam Engine and does the same work easier. If I had to buy another engine it would be a "Charter;" I cannot praise it too much. Cold weather does not affect it, and my insurance is 1½ per cent cheaper.

Yours respectfully,
WRAY C. SNYDER.

THE NEW FOOS GAS and GASOLINE ENGINE.



We can furnish Engines from 2 to 50 horse power, that are reliable and economical. Cost of operating Gasoline Engines, one cent per horse power per hour.

We furnish free with every engine an Electric Battery to explode the gas, that will last four months without any attention, then it can be renewed and will last four months more and so on for all time.

We do not use a red hot tube to explode the gas, that has to be replaced with a new one almost daily.

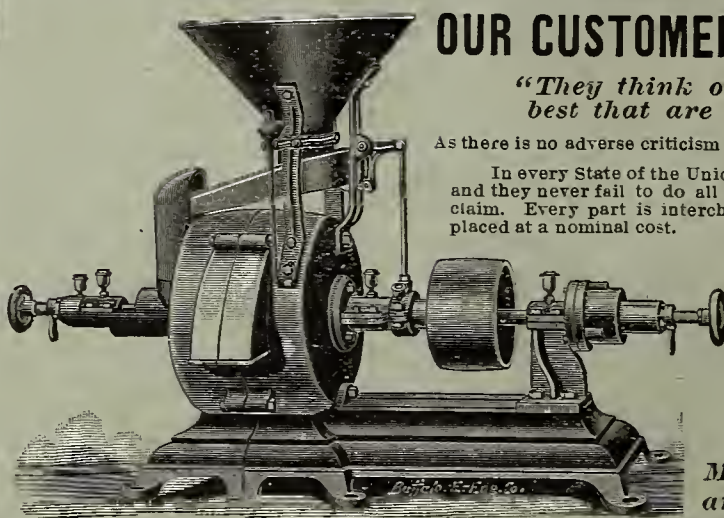
FOOS GAS ENGINE CO., Springfield, Ohio.

OUR CUSTOMERS SAY—

"They think our mills are the best that are manufactured."

As there is no adverse criticism they must be the best.

In every State of the Union these mills are located and they never fail to do all and even more than we claim. Every part is interchangeable and can be replaced at a nominal cost.



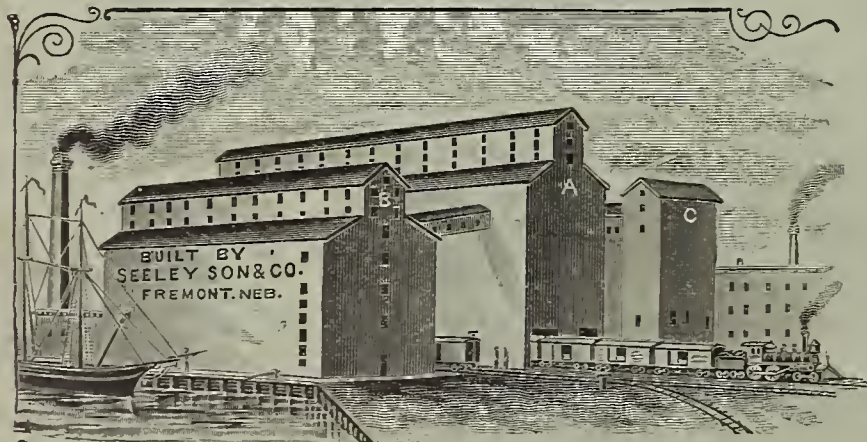
SPROUT, WALDRON & CO.,

MANUFACTURERS:
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Mill Builders
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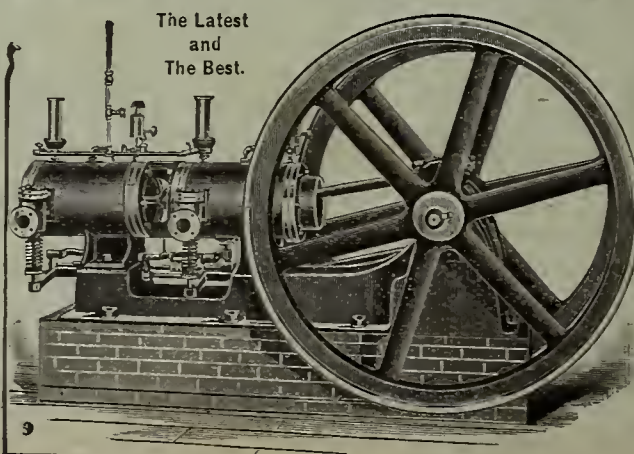


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The Hicks Gas and Gasoline Engine.



The Latest
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The Best.

The Long Sought for
Found at Last.

An impulse with every turn of the crank. Less gas or gasoline. Steadier motion. Easily started. Less space. Self adjusting in all its bearings. Price within the reach of all. Adapted to all uses, and as much better than the ordinary gas engine now on the market, as the Corliss steam engine is better than the common slide valve of twenty years ago. Two to one hundred horse power. Both vertical and horizontal.

Write for catalogue and prices

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